

# AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, MINING, MANUFACTURES.

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## American Railroad Journal.

Saturday, May 20, 1854.

### Susquehanna Railroad.

FIRST ANNUAL REPORT.

A report of the condition of the above road, the act of incorporation of which was passed the 14th of April, 1851, has been submitted by the President of the Board of Directors, W. F. Packer, Esq.

According to the ninth section of the supplement of the act to incorporate the Sunbury and Erie company, passed 27th March, 1852, it became necessary for the Susquehanna Railroad Co. to put their line under contract between Bridgeport and Sunbury, in one year from the passage of the last named act, and complete the same in two years; otherwise the Sunbury and Erie company was authorized to extend their road from Sunbury, by the valley of the Susquehanna, to connect with the Pennsylvania Railroad at the point deemed most expedient. The Susquehanna company was organized on the 10th day of June, 1852, and the grading and masonry of the entire line from Bridgeport to Sunbury, were put under contract on the 24th of November of the same year. The

distance from Bridgeport to Sunbury is 54 $\frac{1}{4}$  miles; upon 26 $\frac{1}{2}$  miles of which the grading and masonry have been completed. A portion of each mile is under way, and 9 $\frac{1}{2}$  miles of the most difficult work have been graded for a double track. As far as the work has progressed, it has been done in the most permanent manner.

The amount expended for grading and masonry, superstructure of bridges, right of way, engineering, &c., is \$509,502, of which sum \$130,307 were paid in the stock of the company at par, and the balance, \$379,195, in money. According to the estimate of the Engineer, there will yet be required, to complete the grading and masonry, and the superstructure of the bridges, \$822,542, which, under existing contracts, can be met with \$682,405 in cash, and \$140,137 in stock. The same officer estimates the cost of the railway superstructure, including iron, cross-ties and laying, (at the present advanced price of railroad iron,) at \$9,000 per mile.

To meet these various expenditures, the company have the following assets, viz:

Subscription by Northumberland county, \$200,000	
Do. by Union county,.....	200,000
Do. by borough of Lewisburg, ..	75,000
Do. by borough of Sunbury, (conditional),.....	25,000
Individual subscriptions, (including contractors'),.....	305,000
Loan from York and Cumberland Railroad Company,.....	500,000
Making a total of.....	\$1,305,000

The foregoing subscriptions being mostly in the bonds of the respective counties and boroughs, the company have been unable to dispose of them at par, and they still remained unsold at the date of the report. For some time the work of the road was retarded by a scarcity of laborers, and during that season there was unusual sickness among them. Now, however, affairs are in a more favorable shape, and the present force employed exceeds two thousand men. If funds are properly provided, the grading and masonry between Bridgeport and Sunbury can be completed before the 1st of August—the period stipulated in the contract with the company.

The merits and importance of the road are deduced from facts such as follow:

The whole extent of the road authorized by the charter, is about 54 miles, commencing at Bridgeport, the northern terminus of the York and Cumberland Railroad, and ending at Sunbury, with power to extend the road to Williamsport. At Bridgeport, the road also intersects the Cumberland Valley Railroad, and, passing upon the western margin of the river, at the distance of about 8 miles, it connects with the Central Railroad of Pennsylvania; thus opening a direct railroad communication between that great improvement and the city of Baltimore, without crossing the Susquehanna. As the railroads are now constructed, freight and passengers on the Pennsylvania Railroad, designed for Baltimore, have to cross the Susquehanna river, over bridges nearly a mile in length, twice in a distance of about 8 miles. When the short link of the Susquehanna Railroad, between the York and Cumberland and Pennsylvania Railroads, shall be completed, the same trade and travel will pass on directly between Baltimore and Pittsburg, without crossing the Susquehanna at all, thus actually diminishing the distance between those two points 2 miles, and saving the tolls and charges on 12 miles, as each bridge is estimated, in the rates of toll, as equal to 5 miles of road.

At Dauphin, 9 $\frac{1}{4}$  miles from Bridgeport, the Susquehanna road crosses to the eastern side of the Susquehanna, and connects with the Dauphin and Susquehanna road. The latter, having effected a connection with the Reading road, there is unbroken communication from the Schuylkill region, into the Susquehanna Valley, over the Dauphin road. The coal fields through which this road passes, being of a superior quality, and being nearer to the Baltimore market than any other mines, heavy tonnage may be expected from that source.

Passing up the Susquehanna, on its eastern margin, the Susquehanna Railroad connects with the Lykens Valley Railroad, at the village of Millersburg, 18 $\frac{3}{4}$  miles from Dauphin and 28 miles from Bridgeport. The Lykens Valley Railroad is completed, and in use to the coal mines, a distance of 16 miles, and a large share of the coal which now supplies the Baltimore market is carried over this road, transshipped, and conveyed by boats, by way of the Wiconisco, Pennsylvania and Tide-Water Canals, to the city of Baltimore. The completion of this road is most anxiously awaited by the Lykens Valley Railroad, and the coal operators in that and adjacent regions. They

are prepared to throw on the Susquehanna Railroad at once 250,000 tons of coal per annum, for the Baltimore market.

Fifteen and a half miles from Millersburg, the Susquehanna Railroad intersects and connects with the Trevorton Railroad; now on the verge of completion. This road is 15 miles in length, and connects the Susquehanna road with the Mahony Coal Region.

At Sunbury the Susquehanna road reaches the northern terminus of the Sunbury and Philadelphia Railroad, the outlet of the great Shamokin coal fields, second to none in the State, and possessing, in many respects, advantages superior to the best collieries of the Schuylkill region. This road, 20 miles in length, during the last summer, was relaid with a heavy T rail the entire distance from Sunbury to the town of Shamokin.

The various coal companies in and about Shamokin, are making unusual efforts to ship a large amount of coal during the coming season.

At Sunbury the Susquehanna road also connects with the southern terminus of the Sunbury and Erie Railroad, a portion of which is now under contract and the grading nearly completed from Sunbury to Williamsport. Between Williamsport and Milton, the point of connection with the Catawissa Railroad, it is expected that the grading will be finished, and a single track laid early the ensuing summer. The Susquehanna Railroad Company have authorised, and placed under contract an extension of their road from Sunbury to Lewisburg, from which point they can either connect with the Sunbury and Erie Railroad, or continue their road to Williamsport, as may hereafter be deemed expedient. In either case, or should the Sunbury and Erie railroad company prosecute their work from Milton to Sunbury, a complete railroad communication will be effected from Williamsport, by the valley of the Susquehanna, to Baltimore and Philadelphia, passing over the entire length of the Susquehanna Railroad.

At Williamsport, they connect with the Williamsport and Elmira Railroad, which extends from Williamsport, on the line of the Susquehanna, and Sunbury and Erie Railroads, in Pennsylvania, to Elmira, on the New York and Erie Railroad, in the State of New York, a distance of 74 miles. Twenty-five miles of the southern end of this road, extending from Williamsport to Ralston, have been completed, and trains of cars pass between those points every day. The balance of the road, from Ralston to Elmira, is nearly graded, and at the northern end, the track is laid for several miles. The road, it is confidently expected, will be graded, and a single track laid from Williamsport to Elmira, before the first of July next; thus completing the last link in the chain of railroads, connecting by a north and south line, through the centre of Pennsylvania, the great Northern Lakes with the Atlantic seaboard.

The whole extent of the road embraced by the charter of the Susquehanna Railroad Company, is about 94 miles, commencing at the terminus of the York and Cumberland Railroad, at Bridgeport, opposite Harrisburg, and ending at Williamsport. Thus:

From Bridgeport to Sunbury, ..... 54 1/4 miles.  
From Sunbury to Williamsport, ..... 39 3/4 "

Total, ..... 94 "

The average grade for the entire line is under

two and a-half feet per mile. On that portion of the road under contract, between Sunbury and the terminus of the York and Cumberland Railroad, over 36 miles of the road is a dead level. On 16 miles, the grade is under three feet per mile. On 6 miles, the grade is over three and under six feet per mile. On 4 miles, the grade is over six and under eight feet per mile. And on 2 miles, the grade is above eight and under 10 feet per mile. In every instance, the grade is in the direction of the trade, toward the seaboard. The grades above eight feet were rendered necessary to effect crossings at the points of intersection with the Cumberland Valley and Shamokin Railroads.

The coal trade alone of this road, would unquestionably make it profitable; but along the line are rich agricultural districts, inexhaustible quantities of iron, and timber sufficient to supply the Southern markets beyond all demand. Some conception may be formed of the value of the lumber trade along this line, from the fact that at the port of Williamsport alone, there were shipped by canal, during the boating season of the year 1853, thirty-one millions of feet of plank and boards, and the value of the lumber trade of the West Branch of the Susquehanna, during the past year, may safely be estimated at \$1,000,000.

Lateral roads have already been constructed in advance of the Susquehanna road to the extent of nearly 100 miles, all of which will connect with this road.

The Eastern slopes of the Southern and Middle coal fields have been a source of incalculable profit to the Reading Railroad and the City of Philadelphia. An estimate of the value of this trade to Philadelphia may be formed from the fact that, the tonnage employed in its distribution is greater than that engaged in the foreign trade of New York.

There is no reason to doubt that the western slopes of these coal fields, will contribute in a like proportion to the business of the Susquehanna Road, and to the trade of the Baltimore market.

A company has been incorporated, and a portion of the stock subscribed, to build a railroad from Sunbury up the North Branch of the Susquehanna to the Wyoming coal field. The natural outlet for that great region, is by the valley of the Susquehanna; and so soon as means shall be provided to accommodate its trade, a large amount of tonnage from that source may be relied on with confidence.

Very much of the business and travel of the Lakes and the West, destined to Baltimore and neighboring points, and thence back again, will naturally take the direction of this route. The distance by the Susquehanna railroad and the roads connecting with it from Elmira to Baltimore is 252 miles. From Elmira to Philadelphia by the same route, making Harrisburg a point, the distance is 275 miles. The nearest railroad distance from Buffalo to New York is 420 miles. From Baltimore to Buffalo it is 401 miles. Buffalo is consequently 19 miles nearer to Baltimore than to New York. So from Baltimore to Dunkirk the terminus of the New York and Erie Road it is 436 miles; from New York to Dunkirk 467 miles, making a difference for Baltimore of 31 miles. There being then such difference between Baltimore and Elmira, and New York and Elmira, there will be

a proportionate difference with every point west and northwest of Elmira; and yet all the trade and travel from that direction destined for Baltimore and adjacent points, at present are compelled to take the circuitous route of the City of New York; and passengers at Baltimore, desiring to reach Central or Western New York, are compelled as it were, to go first to New York a distance of 180 miles, and then they are some 20 miles further from their point of destination than they were at Baltimore.

Such unequal facilities ought to be more evenly balanced.

A railway thoroughfare therefore, from the Chesapeake and the Delaware to the exhaustless resources of western New York and the lakes, cannot fail, to be a matter of profitable investment to all engaged in it, and vastly enrich the southern cities of Baltimore and Philadelphia.

Recently a bill to consolidate the roads on this line from Baltimore to Sunbury, has passed both houses of the Pennsylvania Legislature, only awaiting the signature of the Governor, which evinces a determined spirit to push forward this great chain of railway enterprise.

The following is the estimate in the Engineer's report, of the amount of business that will probably be done on the Susquehanna road the first year.

550,000 tons coal, at \$1 per ton,.....	\$550,000
10,000,000 feet lumber,.....	24,800
12,000 tons agricultural products, at 3 cts. per ton per mile,....	19,440
15,000 tons merchandize, at 4 cts. per ton per mile,.....	32,400
5,000 " iron, at 3 cts. per ton per mile,.....	8,100
10,000 " limestone,.....	16,200
3,000 " lime, at 3 cts. per ton per mile,.....	4,860
300 passengers per day, at 24 cts. per mile,.....	147,825
Mails,.....	10,800

\$813,925

Deduct 50 per cent. for expenses,.... 406,963

Leaves a net profit of.....\$406,962

Being over 20 per cent. on two millions of dollars.

#### Knoxville and Kentucky Railroad.

##### ENGINEER'S REPORT.

Mr. M. B. Prichard, Chief Engineer of the East Tennessee and Georgia Railroad, having made an instrumental survey of the above route, in order to test its practicability, and ascertain its probable cost of construction, has published a report of the results of his observations, from which we gather the following facts.

The design was to connect with Cincinnati from Danville, the western terminus of the proposed route from East Tennessee to the Ohio river, by means of the Danville, and Lexington, and Lexington and Covington roads, then in process of construction; and with Louisville, by means of a road chartered and proposed thence to Danville as soon as it was found, that a passage could be within reasonable terms of cost, the object was considered attained at once; and although there were two routes indicated for the passage of the Cumberland mountains, yet only one was surveyed, that called Wheeler's, (or as designated upon Lee's map of Kentucky) Walker's Gap. The survey generally follows that of the Charleston and Cincinnati Com-



pany some years since, as far as Williamsburg, Ky., and there it deviates towards Danville. Its general direction is westerly of North, and therefore has to cross the principal streams and ridges, and one mountain range. The first six miles to Black Oak ridge, the line proceeds with easy grades and light work. This ridge is passed by an open cut 60 feet in depth, and probably all earth. Thence it crosses Hind's valley without difficulty.

It then passes Beaver ridge, at a water gap made by Knob Fork, a tributary of Beaver Creek. Crossing Beaver Creek, Copper ridge is reached, which, in consequence of the extraordinary depression of Bull run, on the west side of this ridge, can only be passed by a tunnel 1000 feet in length and a viaduct and embankment 80 feet above the stream, and 1200 feet long. Passing next Bull ridge, Raccoon Valley is crossed, and Chesnut ridge is reached. The ridge is high but narrow on the top, and a tunnel is thought preferable to the heavy cutting, and the estimate is made accordingly. From this ridge the line by Wolf Valley and Pine ridge is developed, in order to preserve the grade; and, passing the water gap made by Big dismal creek, Clinch river is reached. The distance from Knoxville to Eagle Bend, the point selected for crossing the Clinch is 16 miles, and is the hardest part of the road. The line proceeds with little difficulty now to the side of Walden's ridge, near the gap made by Coal Creek, a distance of about 36 miles from Knoxville. Here, and upon the opposite side of the mountain, coal is supposed to abound in great abundance. Crossing Coal Creek at a high elevation, its next serious obstruction is a cut of 60 feet in depth and great length, at the Indian Grave Gap of Cross mountain. The line passing Powell's Valley, high up on the top of Cross mountain, follows the valley of Cove Creek to Pine mountain, and then along its westerly slope for 10 miles, until it reaches the valley of Elk. This valley, embracing an area of about 12 miles in diameter, abounds in iron, ore and coal, while its mountain sides are densely covered with timber, making it a valuable region of country for a railroad to intersect.

From the upper Elk to Williamsburg, Ky., a distance of 25 miles, the line is very straight, of light grades, and of easy construction; and through a productive region, with an abundance of coal.

The Cumberland river is crossed at Williamsburg, over a bridge 300 feet long and 35 feet high; and from here to Danville there is little obstruction, except from the precipitous gorges of some of the tributaries intervening, which, however, it is thought, can be overcome without much difficulty.

Such is the principal outline of the country, through which this survey passes from Knoxville to Danville, as surveyed by way of Walker's Gap. Its length will be 145 miles; the maximum grade 60 feet per mile; the minimum radius of curvature 1433 feet. The entire cost of the road, built permanently and with stone arches for crossings, wherever such structures are practicable, is estimated at \$4,284,651 43. To this add for equipments and depots \$2,450 per mile, and it gives cost per mile \$32,000 for the road in full working order.

A careful reconnaissance was made of the passage of the Cumberland range of mountains, by

the Big Creek gap; and this line has points of preference. On this line the gorge through Pine mountain rises to the height of 1500 to 2000 feet above the stream, but there is ample room between the cliffs for the railroad as well as the river; and the basin beyond, through which the line from Elk gap passes, can be reached with little difficulty.

The distance from Powell's Valley to Williamsburg will be about 2 miles shorter than by Elk route, and the passage of the mountain summit can be accomplished with greater ease, and at a much lower level. The great difficulty upon this line will be in getting out from Powell's valley to Clinch river, and then to Knoxville. The range of ridges are higher, and there are more of them than upon the Eagle Bend line; the distance is also enough greater from the valley to Knoxville, to fully counterbalance the two mile level between the valley and Williamsburg. The merits of the two routes are so nearly counterbalanced, that in order to decide between them, a thorough location should be made on both of them.

The country between Williamsburg and Lexington and Paris, is said to be favorable, and was favorably reported on by the corps of the Charleston and Cincinnati company. The Knoxville and Kentucky road will probably deviate at Williamsburg from the Danville line, thus saving some 35 miles to Cincinnati, and losing nothing in the distance to Louisville. On this route the channel of Kentucky river is very low, but by following one of its tributaries to the river, it is thought it can be easily crossed, by constructing a heavy timber and iron bridge, supported by piers and abutments. The distance from Cincinnati to Knoxville, by either gap, will not exceed 252 miles, and the length of new road to build, even taking the Paris connection, will not be over 175 miles.

This road has long been talked of, and when the project is consummated, will throw open to Cincinnati and Louisville a large and valuable area of country.

#### Memphis and Charleston Railroad.

We have the recent annual Report of the Company, giving a history of the operations for the year ending May, 1854.

The Directors state that their road, with others, has felt the stringency of the money market, which has prevailed for nearly a year past. The effect has been to retard their operations somewhat, but the final completion of the road will not be materially postponed.

The line of the Memphis and Charleston Railroad consists of two divisions, the eastern and western. The western division extends from Memphis to Tusculumbia; the second, from Tusculumbia to the Nashville and Chattanooga Railroad. The estimated cost of the eastern division is \$2,509,774, upon which \$747,366 have been expended. There are still \$655,114 21 of subscriptions to the capital stock of this division unappropriated, a large proportion of which is available, leaving a deficiency of \$1,107,299 57. To supply this, bonds were issued last June, but owing to the depression of the market they were not offered for negotiation. The city of Charleston originally subscribed \$250,000, payable in the stock of the Nashville and Chattanooga company, *at par*; but the company declining to accept such a subscription, the city generously guaranteed its *par value*.

Under such arrangement, 8,500 tons of iron

were authorized to be purchased upon favorable terms. Much of this iron has been purchased and shipped, and the balance doubtless will be in a short time.

The road from Tusculumbia to Decatur was completed and prepared for business in September last, and from that time there has been realized a gross revenue of \$39,252 69. Deducting expenses, it has yielded a net profit of \$21,635 08, equal to 8 per cent. per annum upon the capital invested. Last season the road from Tusculumbia 22 miles west, was let to responsible contractors who are pushing it rapidly forward. The masonry for the bridge across the Tennessee river is completed, and the contractors were actively engaged in preparing the superstructure for erection. A large portion of the grading and masonry from Decatur to the junction with the Nashville and Chattanooga road is finished; and in the course of 18 months, the company hope to have the entire line, from 22 miles west of Tusculumbia to Coon Creek put in full operation. There will then be 150 miles in use in Alabama.

The estimated cost of the work upon the *Western* division is \$1,983,898 80, of which there has been expended \$808,866 18, leaving \$1,175,132 62 to be appropriated. To supply this there is in means, derived from Tennessee and other sources, \$1,207,399 65, which leaves an excess of \$32,307 03. On the 93½ miles of the main trunk, from Memphis to the Mississippi line, aid has been received and assured from Tennessee to the amount of \$935,000.

With the exception of about three miles in Alabama, west of Tusculumbia; and 29½ miles within the limits of the State of Mississippi, the entire line from the city of Memphis to the junction with the Nashville and Chattanooga road, is either in successful operation or under contract; the grading and masonry are already far advanced, and it is entirely practicable to complete it in two years, if not in a much shorter time.

The success of the Western division, so far as completed, may be seen by the following:

The income from that part of the main trunk of the road and the Somerville Branch, which was in operation on this division, for the year ending 1st of March, 1854, amounted to \$139,231 60; and the net profits to \$80,381 48. When we consider that the road was not completed to La Grange until the 1st of July, 1853—that for four months of the year it was in operation for only 39 miles; that from July 1st to September 1st it was in operation for only 50 miles; and that from the 5th of September to March the 1st on only 63 miles, including the Somerville branch—these results must appear altogether amazing. But this is not all: This income was derived from an investment of \$775,000. In six months after the completion of the road to LaGrange and Somerville, it yielded gross \$104,995 98. After deducting 42 per cent. for expenses, here is a net revenue in six months of \$60,497 99, or within a fraction of 8 per cent. on the investment! In the four last months of the fiscal year, it yielded \$77,972 47. Deduct 42 per cent. for expenses, and it leaves a net revenue of \$45,225 28, or nearly six per cent. on the investment. Let those who are disposed to be skeptical as to the value of railway investments look at these results. But we are not yet done: The gross receipts on the 108 miles in operation on the two divisions, including branches, were in the same period \$176,483 98, and the net income \$102,016 66. The aggregate cost of the completed sections was \$1,180,086 62, therefore the income is equal to near 9 per cent. upon the investment. From this showing it cannot be

doubted, that the income from these sections for the ensuing year, will pay at least 7 per cent. upon the \$400,000 of bonds loaned by the State of Tennessee, and on the \$1,200,000 which are authorized to be issued by the Company.

A preliminary survey has been made of an extension route, from the point of intersection with the Nashville and Chattanooga road, east to a point opposite Chattanooga, and for a bridge to connect with the lines of railway centering at that place. The survey proves the route entirely practicable. The distance will not exceed 50 miles, and the cost \$1,200,000. Tennessee has granted a charter, and aid to the amount of \$500,000; and it is expected that the people along the line will furnish the balance.

There has been considerable difficulty with the State of Mississippi as to the route of this road. The people of this State desired to have the line run by way of *Holly Springs*, thus causing an additional expenditure of \$650,000, and an increase in distance of 10 miles. An arrangement; however, has finally been made of the matter, between this and the Mississippi Central Company; and an act has been passed by the Legislature of Mississippi: approved March 1st, 1854, which we also submit, granting the "right of way," upon condition, with others, that this company shall ratify and confirm the agreement made with the Mississippi Central Railroad Company. The charter has not been accepted, although it probably will be, so that the road may not be retarded.

The following is a condensed report of the Treasurers, applicable to the Eastern and Western Divisions:

To Iron, &c., including spikes and chairs, with duties, freight, &c.,.....	\$590,149 46
" Construction, &c.,.....	807,492 61
" Equipments,.....	157,317 80
" Right of Way,.....	2,400 00
" Real Estate and Depots,.....	82,962 08
" Personal Estate (5 negroes),.....	4,600 40
" Engineering Expenses and Preliminary Surveys,.....	67,392 36
" Interest and Exchange, &c.,.....	37,300 18
" General Expenses, including Salaries, Stationery, Office Rent and Incidental Expenses,.....	37,908 79
" Cash & Available Means on Hand	88,281 73
	<hr/>
	\$1,875,805 00
By Capital Stock Paid,.....	\$1,264,665 92
" Tennessee Bonds received,.....	400,000 01
" Bills Payable,.....	99,719 60
" Receipts for Freight & Passengers,.....	\$201,704 16
" Less expenses of Transportation,...	90,284 75
	<hr/>
	\$1,875,805 00

#### **Erie Railroad.**

This company, contrary to its custom, has not reported the earnings of the *previous* month at the commencement of the *succeeding* one. The reason assigned is the true one, to wit: that the earnings of a month *cannot* be ascertained until some time has elapsed after its close. Receipts are not net earnings, and the former greatly exceed the latter. The custom of the company has been to make no public distinction between the two. The stock had the benefit of the exaggerated statement, which, at the end of the year, was largely reduced from drawbacks paid to other companies.

We are glad to see this company correcting one

abuse after another. It may yet take the lead as a model road.

#### **Prospects of Locomotive Building.**

Herman Haupt, Esq., Chief Engineer of the Pennsylvania railroad, makes an estimate, in his last report, of the amount of motive power necessary to operate that road under a movement of 1,000,000 tons of freight annually. He makes the number of freight engines 300. The increasing business of this road will require this number, without doubt within five years. The passenger business of all kinds, will also require 100 engines by the end of the same period. Here are 400 engines, of which 79 were on the road on the first of January, and 32 contracted for; leaving 289 engines to be supplied in the period named. The whole amount of rolling stock to be ultimately employed in the business of the road will cost about \$10,000,000.

The Superintendent of the Bellefontaine and Indiana Railroad in his last report says there is not a road in the West that is provided with any thing like an adequate supply of motive power.

The present great market for locomotives is the West. The bulk of Western roads are commencing operations, but so soon as they are in a position to accomplish results, not singly, but such as are to be expected from the operations of a great system,—then, a vast business will be thrown upon the lines leading to the seaboard, and a large business will be offered our Eastern locomotive builders at home.

Our home lines, when they attain an employment equal to their capacity, and such as less than ten years will give, will be worked by a motive power something as follows.

New York and Erie.....	450 Locomotives.
New York Central.....	450 "
Hudson River.....	150 "
Sunbury and Erie.....	200 "
New Jersey Central and connecting roads, to Sunbury and Wilkesbarre.....	200 "
Lateral roads from New York and Erie, except those named below.....	200 "
Delaware and Western.....	150 "
Albany and Susquehanna.....	100 "
Lake Champlain line to Montreal	75 "
Harlem Railroad.....	75 "
Ogdensburg and Rome.....	50 "
	<hr/>
	2100 "

The roads named will require an average delivery of 200 engines a year for a long time to come, a number about equal to the present yearly production at Paterson.

The effect of the construction and employment of this machinery, upon roads directly engaged in the trade of New York can hardly be estimated. It will cover our state with a dense population and make every township productive. It will clear our forests, open our mines, cultivate our fields and increase our flocks faster than ever before. So will it extend our commerce, and develop our industry in a similar ratio.

For every year, these Locomotives will draw over fifty million tons of *wealth*, grain, lumber, iron, coal, salt and provisions to the seaboard, and an equivalent of manufactured exchanges and foreign products in return.

Locomotive builders are guaranteed a vast business. It is a business whose patrons are in all of the

States. And although in none will railroads be more employed than those immediately tributary to the great commercial center of the country, yet they will be generally required for the internal wants of nearly all other portions. If capital becomes abundant for the construction of roads, there will be 2000 locomotives required yearly for several years. The increase of equipment is not merely in proportion to the extent of new lines opened, but also upon the additional business thereby brought upon the old ones, which increase alone is very rapid. Within five years from now, depreciation of locomotives already built will require about 500 for yearly renewals.

The present production of locomotives in the United States is about 1200 per annum, but upon the general revival of railroad progress throughout the West this production will be inadequate.

Railroad companies would do well to recollect that actively employed rolling stock is the most productive part of their investments, and that incapacity in that single respect is the most serious obstacle in the way of developing a heavy business.

#### **Mobile and Ohio Railroad.**

The fifth annual report of this company presents the following exhibit of its affairs. The condition of the work on the line of the road will be best seen from the report of the Chief Engineer, John Childe, Esq., which we give entire:

To SIDNEY SMITH, Esq.,

President of the Mobile and Ohio Railroad Co.

For the information of Directors and Stockholders, I have the honor to submit the following report of the Construction Department of their road:

It will be recollected that in April, 1853, contracts for graduation had been made for the entire line from Citronelle to the State line of Kentucky, with the exception of a few miles of light work in North Mississippi and Tennessee; all of which have been subsequently disposed of, and the remainder of the line through Kentucky, terminating on the Ohio river at Paducah, placed under contract to be completed ready for iron, as follows: fifteen miles next the river by the 1st of April, 1854, and the remainder, to a junction with the main line from the mouth of the Ohio river, by the 1st of November, 1854, simultaneously with the completion of the contracts through Tennessee and Mississippi. Of the main line through Kentucky, that portion only has been contracted which lies in Hickman county, including the Columbus, Kentucky branch; leaving thirty-one and a half miles in Fulton and Ballard counties to be disposed of. This small portion of the line has been postponed, for the purpose of securing the right of way and the required amount of subscriptions from the people of those counties, who alone, of all the counties on the route of the road, have to the close of 1853 been unmindful of their own interests by not advancing the road.

Two hundred thousand dollars are required from both counties, fifty from Fulton, and one hundred and fifty from Ballard; and as the road cannot be placed in these counties respectively, until the required amounts are raised, it is believed active measures will be taken therefor. The Columbus, Mississippi, branch was placed under contract in June of 1853, to be completed in the spring of 1854. Recapitulating, we have in progress of construction, at this time, all of the main road, excepting the two counties above named, equal to

	462 miles;
All of the Paducah branch.....	59 "
All of the Columbus, Ky., branch	5 "
All of the Columbus, Miss., "	14 "

Total..... 540 miles.



## PROGRESS OF THE WORK.

**First Division.**—From Citronelle to the line of Lauderdale county, Mississippi, 93½ miles—all the heavy and difficult work is completed, and the remainder so far advanced that no part of it for a day can detain the track, if laid with all practicable speed.

Upon the first 50½ miles of this distance the value work done to 1st March, is... \$282,137  
Value of do. to complete the same ready for the tracks..... 18,360  
Upon the remaining 43 miles, all light work, amount done to the 1st of March, is..... 111,750  
Do. to be done to complete the same ready for the tracks..... 118,763

Thus for the 93½ mile, less than one-fourth of the work is yet to be executed, exclusive of the laying down of the tracks, and so arranged that the cars may be run 128½ miles from Mobile so soon as 84 miles of tracks can be laid, all the iron for which is on hand, and the timber is in an advanced stage of delivery.

**Second Division.**—Extending through Lauderdale to Kemper counties, Mississippi, and 59 miles in length, embracing the heaviest grading of the whole road. During the past year white labor was here relied upon, but not half enough of it could be obtained to fully man the work; yet, the value of work done to the 1st of March upon the 59 miles is \$134,797, leaving to be done exclusive of timber and tracks, the value of \$193,189. This division is now provided with a force of white men and negroes, sufficient to complete it in all of this year, and before the tracks can approach it from the South and North as contemplated.

**Third Division.**—Extends through Noxubee, Lowndes, Monroe and Chickasaw counties, Mississippi—length 82¾ miles. This division is generally light work, and nearly all in the hands of planters, who being allowed two years by their contracts, for the execution of the work, which might be done in one, they have, in many instances, postponed a beginning till this spring. The returns, therefore, do not show as much done in proportion as upon the 1st and 2d divisions; yet two-fifths of all the earth-work is now done, with bricks and cement furnished for an equal or greater proportion of the masonry.

The determination of all the contractors on this division is to finish their work in all of this year, and as they control three times more men than are required for that purpose, there can be no doubt of their success.

From a central point of this division, the branch road puts out to Columbus upon the Bigby river, the graduation of which, including timber for the tracks, is now two-thirds done, and all necessary arrangements made for its completion by the first of July next.

Iron rails for this branch and for seven miles of the main road have been ordered to Columbus, and preparations made for laying track thence, as early as the 1st of June, consequently this branch will be in running order by the 1st of September, and track-laying begun in Lowndes county upon the main line, in both directions from the branch junction.

By shipping iron up the Bigby river during all of the next winter, the tracks will be continued South to meet the completed road in Lauderdale county and North to the Pontotoc line. To the latter point, under this arrangement, the road can be completed and cars running by the 1st of September, 1855.

**Fourth Division.**—Extends from Chickasaw county to the Tennessee State line, 66½ miles in length, and was the last work placed under contract in April, 1853.

Two-fifths of the earth-work is now done, and preparations made for masonry and bridging. The force designed to be placed on this division, so soon as the spring rains are over, will complete nine-tenths of it in twelve months, and the heavy points (of which there are three) in eighteen to twenty-four months.

**Fifth Division.**—Extending through the State of

Tennessee, is 118½ miles long, one-third of the earth-work is nearly done, and two-sevenths of the whole value of all work graduation completed. The work is generally light upon this Division; is all, excepting three Divisions, in the hands of planters, who can and will complete it ready for the iron, within the present year, and furnish timber for the tracks during the first three or four months of 1855.

**Sixth Division.**—Consists of the Main line in Kentucky, 40 miles in length, and the Paducah and Columbus branches, respectively 59 and 5 miles long; making the total length of the division, main road and branches, 104 miles; of which 72½ are in progress. The Paducah branch is all in the hands of one efficient Company, who have now 15 miles at the Paducah end nearly ready for the tracks, and can complete the whole by the 1st of December next. Thirteen and a half miles in Hickman county, Kentucky, including the Columbus branch, has made some progress to the amount of \$5,000, but will be urged rapidly on, so soon as the remaining 31½ miles in Fulton and Ballard counties can be put under contract. Iron rails have been ordered to Paducah in moderate quantity, that the track-laying may be commenced as early as practicable. With a continued supply of rails at Paducah, the tracks may reach Jackson, Tennessee, by the 1st of October, 1855, and the heavy work in North Mississippi by the time the road reaches there from the south; which with proper diligence by the contractors in preparing the road-way, and by the Company in furnishing the rails, ought not to extend beyond the 1st of June, 1856.

The tracks are now laid about ten miles above Citronelle, and will be hereafter continued uninterruptedly until the whole road shall be completed.

The value of all work done on the Road is as follows:  
Mobile to Citronelle, 33 miles.....\$500,000  
1st Division—To Lauderdale county, Miss.  
93½ miles..... 394,000  
2d Division—To Noxubee county, Miss.  
59 miles..... 135,000  
3d Division—To Pontotoc county, Miss.,  
(including the Columbus branch) 96¾  
miles..... 180,000  
4th Division—To Tennessee State line,  
66½ miles..... 53,000  
5th Division—To Kentucky line, 118½  
miles..... 144,000  
6th Division—To the Ohio river at Paducah,  
and the Hickman county contract,  
72¾ miles..... 50,000

Total for Grading and 43 miles laid....\$1,456,000  
Value of rails, bolts, &c, on hand at Citronelle for 64 miles of Road..... 450,000  
Right of Way, Engineering and Contingent expenses..... 150,000

Making a total of work done, machinery and rails, of.....\$2,056,000

Besides which, there are 8,100 tons of rails now arriving from Messrs. Thompson & Forman, which, with previous purchases will complete 147 miles of the main road, and 28 miles of the Columbus and Paducah branches.

Notwithstanding the hard times for money, the collections of instalments have invariably kept a head of the local work, and so long as the present good feeling exists throughout the line, based as it is upon confidence in the merits of the road as a stock investment, and upon the want of it as a commercial avenue, the Treasurers will not be troubled to meet the requisitions for the work. Stockholders, however, must at all times bear in mind, that to have the work done quickly, they must pay promptly.

The planters on the route have lost on an average \$8 per bale on their last year's crop of cotton, in consequence of not getting it to market as soon by three months, as they would have done by the road. At least two hundred thousand bales are grown in counties contiguous to the road, upon

which the loss sustained this year is \$1,600,000; and this is the second crop in three years, upon which this loss has fallen by late rivers and depressed prices.

The subscriptions for the Tennessee River branch are nearly to the amount required. It is now expected that the contracts can be made therefor in May next.

The State of Tennessee has given another proof of her wise and liberal policy, by amending her Internal Improvement law of 1852, and granting \$10,000 per mile to the Mobile and Ohio Railroad and several other roads, instead of \$8,000 as before.

The Tuscaloosa, Gainesville and Mississippi Railroad Company are now seeking a direct line of road from the Warrior coal fields to the Mobile road. When built it will be one of the most valuable tributaries to your road and City. Should this fail, the line chartered from Tuscaloosa via Eutaw and Livingston, will put you in connection with the same coal fields, but less favorably, on account of greater distance and consequent greater cost of coal transportation.

In addition to the connecting roads mentioned in the last annual report, two others are projected and justly merit the confidence and the support of the people to be accommodated by them. The first is from Coffeeville, running near Greensborough and Philadelphia, Miss., to the Mobile and Ohio Railroad at or near Enterprise in Clarke county. Eventually, this line will be extended via Panola and Fernando to Memphis, Tenn.

The second is from Columbus, Miss., to Decatur, Ala., to connect with your Columbus branch. It is represented, by the very competent Engineer, who has examined it, as a cheap and feasible route for construction of a railroad. But this is not the place, nor is it my province to discuss the merits of connecting roads. I wish merely to invite the attention of all parties interested for or against the Mobile and Ohio Railroad, to the true reason, why so many railway lines north of the 32d° parallel of latitude are converging to a junction with the Mobile road. It is because the Mobile Bay is the natural, nearest and best southern outlet by railway for all men living between the Alleghany Mountains and the Mississippi River north of latitude 32, including also, the States of Missouri and Iowa, and the Mobile road presents the shortest and cheapest trunk line of travel to that Bay.

This is proved by three prominent points through which most of the travel must pass. Jackson, Tenn., will be at least 95 miles farther from New Orleans by the Great Northern and Mississippi Central Roads, than from Mobile by the Mobile and Ohio Railroad. Nashville, Tenn., will be 94 miles nearer to Mobile via the bend of the Tennessee River and the Mobile and Ohio Railroad, than to New Orleans via the Chickasaw, Aberdeen and Great Northern Road; and the point of intersection of the two latter roads will be 110 miles nearer Mobile than New Orleans.

Take these facts in connection with the superior character of Mobile Bay for accessibility and depth of water, over the largest river entering the Gulf, and no man need lose faith in the success of the Mobile road, let him be ever so timid, or money affairs ever so tight. Allow me the liberty to repeat, what I know to be true, that the Mobile and Ohio Railroad possesses more fully all the leading elements of success, as a stock investment and commercial avenue, than any other line of Railroad in the United States, without exception. Resting upon this undeniable character of the road, the people of the country along its whole length are steadily progressing with the work, and will continue to progress until finished, generally within the period of their contracts.

The trains have been run with commendable regularity between Mobile and Citronelle during the past year, supplying the city with brick, wood, lumber and small crops—the contractors on the line above with tools and provisions—and for the road extension 7,000 tons of rails from Mobile.

The Treasurer will furnish you with an abstract

of gross earnings, expenses and net income for the year.

During the epidemic last summer, many persons escaped by the road to places of safety in the country, whilst others afflicted, received timely assistance with the speed which a locomotive alone can give. To the Resident Engineer of the 1st Division, John W. Goodwin, Esq., was entrusted the general supervision of the Running Department. Of him and his associates, it is but justice to say, they merit the thanks of the company for their persevering faithfulness, whilst death took more than half their number, but could not drive them from the post of duty.

With high regard, I am yours,

JOHN CHILDE,  
Chief Engineer and General Agent.

WEDNESDAY, March 8, 1854.

At an election by the stockholders, held this day at the office of the Mobile and Ohio Railroad Company, the following named gentlemen were elected Directors for the ensuing year, viz:

James Whitfield, Mississippi, Milton Brown, Tennessee, Sidney Smith, Francis B. Clark, J. Emanuel, Duke W. Goodman, R. Lee Fearn, David Stodder, H. A. Schroeder, Newton St. John, Moses Waring, Charles Walsh, Hillary Foster.

At a meeting of the Board held March 16th, at their office, Sidney Smith, was unanimously re-elected President of the Company, and A. F. Irwin, Secretary and Treasurer. The following gentlemen were elected members of the Executive Committee for the ensuing year: Francis B. Clark, Chairman, J. Emanuel, Duke W. Goodman.

The Report of the Directors states the receipts of the Company up to February, 1854, to be \$1,518,028; amount paid out \$1,472,761; amount of work due, and value of materials on hand, \$2,056,000. The Company have not yet made sale of any of their securities, the local stock subscription being sufficient to prepare the road bed for the rails. To meet the payments due on these, of which 15,000 tons have been purchased, the company obtained, at the last session of the Legislature, a loan from the State of \$400,000.

The company proposed to create a funded debt of \$6,000,000, based upon the entire cost of the road, and upon the value of 1,156,658 acres of land, granted by the general government, and lying upon the line of the road. At the low estimate of five dollars per acre, the lands alone are worth nearly as much as the total proposed indebtedness of the company. In addition, the company have over \$5,000,000 of solvent stock subscriptions. The proposed funded debt, therefore, is abundantly secured under the present state of things. However, it is not thought best to force sales, but to wait a more favorable state of the market. In the mean time, the work will be carried forward with such despatch as the domestic means of the Company will allow. Upon a favorable change in monetary affairs, no doubt is entertained that the lands of the company will find a ready market.

Since the previous report, the State of Tennessee has increased the amount which she is to loan to the company from \$8,000 to \$10,000 per mile; a sum sufficient to cover the superstructure in that State.

With the exception of the fact that the Co. have not sold their lands, as rapid progress has been made as was expected. The work of graduation is progressing rapidly upon every part of the line. The public sentiment of the country traversed is becoming more and more favorable toward the project. Its importance and value is being better understood. The project is daily becoming strong-

er in itself, a fact which will exert a favorable influence upon the price of the bonds when offered for sale.

#### Georgia Railroad.

The recent report of this company presents the following statement of the operations of the road for the year ending March 31, 1854:

Total receipts from the road.....\$931,767 00  
Total expenses on account of the same 588,552 00

Nett profits.....\$343,214 00  
The gross earnings of the Bank have been.....\$93,093 62  
Charged, with interest on bonds, taxes, and expenses.....74,547 61

Leaving nett profits from Bank....18,546 01

Nett profits of the Company from all sources.....\$361,760 74  
Add amount standing to credit of surplus profits on 31st March.....80,480 35

Makes a total of surplus profits on that date of.....\$442,241 09  
From this two dividends have been declared of \$4 per share each, amounting to.....326,240 00

Leaving to credit of reserved fund.\$116,001 09

The report next proceeds to remark upon the expenditures for the road during the past year, together with other subjects connected with the affairs of the Company, which we copy:

"The extra outlays for the road for the past year have been large, but not larger than the Stockholders were led to expect from the last annual report. They have been for new work, and therefore add to the permanent value of the property of the Company. It is not, however, purposed to increase the capital stock, or make new loans, and they have therefore been charged upon the income, and diminish the surplus profits to that extent. It will be seen that those extra expenditures amount to \$163,589 62, which deducted from the amount of expenses and expenditures charged upon the income, leave a balance of \$424,963 18 for the ordinary current expenses of the year. This shows a decrease of ordinary current expenses compared with the previous year of \$7,796 78. Thus:

Ordinary current expenses for 1852-53 \$432,759 96  
" " " " 1853-54 424,963 18  
\$7,796 78

"The Directors had hoped that the outfit in cars and engines would be fully sufficient for the actual or prospective business, and that no further demand upon our income would be made on this account, except for repairs and renewals sufficient to keep up the existing stock. This hope, however, was partly based on the assumption that other connecting roads would, before this, have furnished their full quota of rolling stock, which, as yet, they have failed to do. It is, therefore, very desirable, that our outfit should be increased, for reasons stated by the Superintendent, and absolutely necessary that liberal outlays should be made for the renewal of the iron beyond Madison. For the latter purpose the Board believe that the estimate of the Superintendent is full low, and should be rather increased than diminished.

"The Nashville and Chattanooga, and Atlanta and Lagrange roads have also been completed since our last annual convention, and we have now continuous lines of Railroad communication from Maine to Montgomery, Alabama, and from the same point to Nashville, Tenn. From these important extensions, great advantages to our road have been anticipated, and an increase of about 33 per cent. in the business of the last month over that of April, 1853, may be mainly attributed to these important extensions. The unsurpassed fertility of Middle

Tennessee, must always furnish a heavy tonnage to the Nashville and Chattanooga Railroad and its eastern connections, and we may well congratulate the stockholders of that company, who after encountering many difficulties and delays in their mountain sections, have at length reached a consummation of their labors.

"It will be seen that the gross earnings of this road the last year have decreased, as compared with the previous year, the sum of \$2,356 49. This result is highly encouraging, when we consider that the decrease on the article of cotton alone was equal to \$54,000, as will be seen by the report of the Superintendent. This falling off in cotton was alone occasioned by a short crop in that section tributary to our road. That this large item should have been nearly made up by a healthy increase in other branches of traffic, was, perhaps, scarcely expected by the stockholders.

"Mr. Arms, who was long connected with our road as Superintendent of Transportation, and in that capacity conducted the business of that department with great ability, left the service of the company in January last, to take charge, as Chief Engineer, of the Savannah River Valley Railroad. Mr. George Yonge, late Superintendent of the State Road, has been selected to fill the vacancy, and the Directors are pleased to say that they believe Mr. Yonge eminently qualified for the duties expected of him."

The following gentlemen have been elected Directors of the Company for the following year: John P. King, President; Hays Bowdre, B. H. Warren, Joseph C. Fargo, Wm. D. Conyers, Jno. Cunningham, Jas. W. Davies, Samuel Barnett, John Bones, Thos. N. Hamilton, Elijah E. Jones, Antoine Poullain, A. J. Miller, Thos. Barrett, Thos. B. Phinizz, Wm. M. D'Antignac.

We learn that President King announced to the convention his purpose to resign his office, either before or after the expiration of the present term.

#### Journal of Railroad Law.

##### DUTIES OF CITY RAILROAD COMPANIES.

Below is the charge of Judge Duer, of the Superior Court, in the late case of *Button against the Hudson River Railroad Company*.

The doctrine of the Judge, purporting that railroad companies are bound to use the utmost degree of care, and are accountable for the slightest degree of negligence when damage results from it, is by no means novel. It is the general rule with regard to all public vehicles, whether running on railroads or on common roads, that slight faults, unskillfulness or negligence, either as to the competence of the carriage, or the act of driving it, may render the owner responsible in damages for injuries sustained by passengers. They are to be transported as safely as human care and foresight will permit. Sec. 2, Kent's Com. 601, and the authorities there cited.

This was an action brought by Margaret Button, as administratrix, to recover damages for the loss of her husband, who was run over by the cars of the company, on the corner of Christopher and West streets, on the evening of the 4th of November, 1853.

It was supposed that he was first knocked down and run over by the baggage car, and subsequently, by the first passenger car, it being in evidence that he was lying on the track at the time the passenger car ran over him. The defendants, however, gave in evidence some testimony tending to show that Mr. Button had been drinking, and was probably intoxicated at the time, and they alleged that the accident was the result of his own carelessness, and not of any fault on their part. It was proved that the horses usually carried bells, and that there were bells on the horses attached to the passenger car, but none of the witnesses could remember whether there



were bells on the horses of the baggage car or not. No lights were carried on the front of the car, and the driver testified that he was not able to see further than his leaders' heads; that although lights immediately in front of him were of no service in lighting the track, yet it was shown that light might be placed on the side of the cars in such a way that they would throw light on the track for some distance in advance. Damages were laid at \$5,000.

His Honor, Judge Duer, instructed the Jury as follows:

By the rules of the common law, no action could be maintained for the recovery of damages for injury to the person after the death of the injured party, but the statute upon which this action is founded has remedied that defect, and now, where death results from the injury, gives to the representatives of the deceased party an action for the recovery of damages. The action, however, can only be maintained where, if the injured party had survived the accident, he could have maintained an action in his own name; and consequently, every defence that could have been urged against the recovery, had the party not been killed, and had he brought the action in his own name for his personal injury, may still be set up by the defendant in this suit. Now it is a rule of the common law that where a party seeks to recover damages for injuries occasioned by the neglect or carelessness of the defendant, the plaintiff is not entitled to recover if there was any negligence on the part of the plaintiff which directly contributed to the accident—negligence without which in all probability the accident would not have occurred. And for the purposes of this suit, I shall instruct you that that defence is just as applicable in the present case as if the action had been brought by the deceased in his life time, upon the supposition that his death had not ensued.

The damages to be recovered where the action is brought after the death of the injured party by the personal representatives, are not governed by the same rule as if the action had been brought by the party in his life time. Where the action is brought by the party in his lifetime, the damages to be given are not necessarily limited to a mere indemnity for his actual pecuniary loss, but juries in such cases may give damages as a compensation to the party for his bodily and mental sufferings, and they may also give what are called exemplary or vindictive damages, or, to use a more familiar phrase, "smart money." They may, if they please, enhance the damages for the purpose of deterring others from being guilty of similar misconduct. In the present case, however, you are limited by the terms of the statute to those damages which the party has actually sustained, and you can give no other or greater damages than, in your opinion, will be sufficient to compensate the widow and children of the deceased for the pecuniary injury resulting to them from his death.

Having made these general observations, I shall now state to you, gentlemen, what are the questions you will be required to determine, and make a few observations in relation to the evidence applicable to each.

The first question is, Whether the death of the deceased, Thomas Button, was or was not occasioned by the negligence of the defendants, or by the negligence of their servants. That is a question, it seems to me, in regard to which there can be but little difficulty; although my opinion of the evidence is not to control your judgment, as you are responsible for the verdict to be given. All that is necessary is to apply the rule of law, which I shall now state, to the facts of the case. In my opinion, a railroad company that has obtained the privilege from the Legislature, or the Corporation, of running its cars through the streets of a crowded city, are bound to exercise the utmost diligence and care in order to avoid the occurrence of accidents; and if you are of opinion that this company, or their servants, by the use of any means which human prudence or human foresight could suggest, might have avoided the

accident in question, then the omission of the company to employ those means is, in my opinion, culpable negligence, and renders them liable in the present action. Taking that as the rule of law, the case seems free from doubt, leaving out of view the question whether these cars were running at an unusual rate of speed. The first car was running at the rate of six miles an hour. This I understood to be admitted by the driver; and whether that is or not a proper rate of speed for cars running in the streets of the city, on a dark night, I leave for you to judge.

The drivers on the cars tell you positively—both of them—that lights might have been fixed upon the side of these cars that would have thrown a light upon the track in front of the horses, and which would have enabled the driver to have seen any object on the track in front, and to have avoided a collision with that object. The driver tells you that where he was established he could not see beyond the heads of his horses any part of the track in front of him at all; and, indeed, I understood him as admitting—but whether he admits it or not, the fact is evident—that if, upon that occasion, there had been lights upon the car that would have enabled him to see the track in front, and the body of this man who was lying over the track, the car might have been stopped, and death would not have resulted. I charge you therefore, if you are satisfied that lights might have been so used as to have enabled the driver to have seen what was on the track in front of him, and that owing to his disability to do so, this accident occurred, the company are chargeable with negligence, which renders them liable in the present action, throwing out of view altogether other circumstances that have been relied on as proof of negligence. There is an ordinance of the Corporation which requires that lights shall be used on hackney coaches, and, in my opinion, the reasonable construction of that ordinance is, that it is just as applicable to cars running by night as to hackney coaches—in other words, that it is applicable to all vehicles that are usually employed for the transportation of passengers. But in order to avoid any difficulty upon that question, I shall charge you that that ordinance is not applicable to the present case, so that the question of law, whether it is or is not applicable, may be avoided, in case your verdict upon the other grounds shall be rendered in favor of the plaintiff; but if you are of opinion that the ordinance exacts only that degree of care which ought to be observed by the Company, then the omission of the Company to use lamps upon these cars is, in my opinion, I repeat, such negligence as justly subjects them to the recovery of damage.

Then the next question is, was there any negligence here on the part of the deceased that could operate as a bar to recovery of damages by his representatives? The allegation is that this man on the night in question was in a state of such intoxication, as not only to deprive him of control, but to have reduced him to a state of actual insensibility; that in that state of intoxication he fell over the track in question, and was lying there in a state of torpor and insensibility when run over by the cars. You are required to believe this upon the ground that he was a man of generally intemperate habits, that he had been drinking upon that evening, and that his being upon the track at all in the situation in which it was alleged he was found, can only be accounted for upon that supposition. Now, in the first place, with regard to his being a man of intemperate habits, there is no evidence to justify you in drawing that conclusion. Indeed I think you must consider that it is established by the evidence that he was not an habitual drinker at the time. I would here remark also, that the burden of proof lies upon the part of the defendants. They are bound to prove the affirmative, and not to leave you to conjecture or speculation. They are bound to prove that such were the habits in question, and that the accident happened from that cause, even admitting, for the present, that it would constitute a defence. Now, if this man was intoxicated, it seems to me

that he must have been intoxicated to such an extent that he had fallen over the track in question, and lay there in a stupid insensibility resulting from intoxication, when the accident happened. I leave it for you, gentlemen, to determine whether you will be justified by the evidence in the case, in saying that such was his actual condition.

I entertain myself some doubts whether a defence of mere negligence is applicable to a case of this kind at all. If the ordinances of the Corporation were violated, either by the omission of the company to use lights on their cars, or by the unusual rate of speed at which the cars were going, I do not know that the negligence of the deceased would exempt the defendants from the payment of damages. I do not know that it has ever yet been decided that where the act of negligence is an act of positive illegality, and a violation of the positive law, either of an act of the Legislature or of an ordinance of the Corporation, that negligence upon the part of the persons injured or killed constitutes any defence. But for the purpose of this suit I shall instruct you that if you believe that the accident resulted directly from this man's being in a state of intoxication at the time, and that this directly contributed to the accident in question, you may find that question, although not your verdict, in favor of the defendants. I would here observe, however, that the negligence which is to be set up by the defendant as a bar to recovery by a plaintiff in an action of this kind, is very different from that negligence which may be imputable to the company. The company is bound, as I have already said, to use the utmost degree of care and diligence, and the omission to use even that care and diligence—that is, even slight negligence on the part of the company—would render them accountable; but an individual is not bound to use the utmost care and diligence, that might have been employed and the omission to use such care and diligence would not be a bar to his recovery. Were it otherwise, I would ask in what case could men run over by cars recover at all? In all cases, by the exercise of the utmost care and prudence, a man might see the car coming, or hear the noise; and it is monstrous to say that, in all cases, because the accident might possibly have been avoided, the company is to be exonerated from all liability. In this case, if the deceased were guilty of negligence which directly contributed to the accident, this was a defence which the defendants themselves were bound to establish by positive evidence; but if that evidence has not been given, you will find a verdict for the plaintiff.

The next question is, What is the rule of damages in such cases? I know of no other rule than this: The probable loss resulting to the wife and children of the deceased, from the death of the husband and the parent. I say the probable, as distinguished from the certain loss; because, if you require evidence of certain loss,—a necessary loss,—resulting from the death of the party, a jury could give nothing more than nominal damages. It might be said in every case of this kind, that although a man were killed by an accident, he might have died on the next day from some other cause, and the loss resulting to his family would have been as great as resulted from the accident. This is true. There is no certainty that if this man had not been killed, he might not have died from some other causes during the same night. Therefore, if you were required to give only such damages as necessarily and certainly resulted from the death of the party, I know not what damages could be given. The Legislature, in saying that damages may be given to the amount of \$5,000, have in effect, by necessary implication, sanctioned the rule that I now lay down,—that you are to give those damages which may probably compensate parties for the loss sustained;—meaning, by loss, the probable loss resulting to them from the death of the husband and parent. You have then to consider these three questions;

1. Was the death of Button caused by the negligence of the defendants or their servants? If you find there was no negligence whatever on the

part of the company or their servants, then you will render a verdict for the defendants.

2. Was there any negligence on the part of the deceased, which directly contributed to the accident? Even however, should you answer this question in favor of the defendants—that is, in the affirmative provided the previous question is answered affirmatively—I still instruct you to find a verdict for the plaintiff.

3. What is the pecuniary injury, to be compensated by damages, which has been sustained by the widow and children of the deceased?

Verdict was rendered for the plaintiff for \$3,600.

For the plaintiff, J. B. Phillips; for the defendants, Mr. Fullerton.

## American Railroad Journal.

Saturday, May 20, 1854.

### Retrospective, Present, and Future of the Journal.

Upwards of twenty years has the AMERICAN RAILROAD JOURNAL been advocating, and regularly urging forward, on a sound and legitimate basis, the great system of internal improvements of the United States. More especially has it been devoted to the interests of the railway system, and such other projects as were incidentally connected with it. During the earlier and greater portion of this lengthy period the struggle has been a tedious one, the enterprise unremunerative, and its results discouraging; but, and abiding faith in the cause to which it was devoted, and implicit confidence in its ultimate triumph, as a means of developing the resources and working out the destiny of the country, were the incentives to perseverance, which, aided by the appreciative kindness of many friends, animated the proprietors and conductors of the *Journal* to struggle on till the crisis was fairly passed and success crowned their efforts; not only success in their enterprise as publishers, but also the triumphant success of the system which it advocated. The success of the one was almost necessarily coeval with that of the other.

When the publication of the *Journal* was commenced, there was scarcely a mile of railway in successful operation in the country, now, there are about seventeen thousand; and the *Journal* having advocated the construction of almost every line, and exerted its influence in favor of their prudent, careful and successful management, they, on the other hand have lent their countenance and patronage to the *Journal* and in almost every instance have continued it to this day. We may safely assert that there is not a railway corporation of any magnitude in the country which does not, either in its capacity of company or through some one or more of its officers, subscribe to the *Journal*, and usually both in their corporate capacity and by several officers, and stockholders, individually. Its circulation now embraces all the railway companies, officers, managers, contractors, manufacturers of equipment, machinery and rolling stock of all kinds, bankers, brokers, and capitalists both American and foreign who deal and invest in American securities, and those libraries of a public or private nature which abound in works of statistics and reference, besides a great number of private individuals who desire to keep themselves informed of the progress of the country, in all its material aspects. The average

## Railway Share List,

Compiled from the latest returns—corrected every Wednesday—on a par valuation of \$100.

NAME OF COMPANY.	Miles open.	Capital paid in.	Debt.	Tot. cost of road and equipm't.	Gross Earnings for last official year.	Net Earnings for last official yr.	Dividend for do.	Price of Shares.
Atlantic and St. Lawrence... Maine.	150	1,588,100	2,973,700	5,973,700	254,743	113,520	none	83
Androscoggin and Kennebec... "	55	824,863	1,043,540	2,036,140	177,003	80,053	none	30
Kennebec and Portland... "	72	1,073,673	1,439,694	2,520,981	168,114	100,552	none	41
Port., Saco and Portsmouth... "	51	1,355,500	123,884	1,459,384	208,669	.....	6	98
York and Cumberland... "	20	285,747	341,100	713,605	23,946	11,256	none	24
Boston, Concord and Montreal. N. H.	93	1,649,278	622,200	2,540,217	150,538	79,659	none	30
Concord ..... "	35	1,485,000	none.	1,485,000	305,805	141,836	8	104
Cheshire ..... "	54	2,078,625	720,900	3,002,094	287,768	55,266	5	37
Northern ..... "	82	3,016,634	.....	.....	328,782	163,075	5	49
Manchester and Lawrence... "	24	717,543	.....	.....	.....	.....	6	83
Nashua and Lowell... "	15	600,000	none.	651,214	132,545	51,513	8	105½
Portsmouth and Concord... "	47	.....	.....	1,400,000	.....	.....	none	.....
Sullivan ..... "	26	.....	.....	673,500	.....	.....	none	12½
Connecticut and Passumpsic.. Vt.	61	1,097,600	550,000	1,745,516	.....	.....	none	22
Rutland ..... "	120	2,486,000	2,429,100	5,577,467	495,397	266,539	none	9
Vermont Central ..... "	117	8,500,000	3,500,000	12,000,000	.....	.....	.....	8½
Vermont and Canada ..... "	47	1,560,000	.....	1,500,000	Leased to the Vt. C.	.....	cent.	97½
Western Vermont ..... "	51	392,000	700,000	.....	Recently opened.	.....	none	.....
Vermont Valley ..... "	24	.....	.....	.....	.....	.....	none	.....
Boston and Lowell... Mass.	28	1,830,000	206,190	2,044,536	434,599	114,098	6	87½
Boston and Maine ..... "	83	4,076,974	150,000	4,111,345	803,024	418,358	8	103½
Boston and Providence ..... "	55	3,160,000	402,326	3,579,041	509,326	226,639	6½	81½
Boston and Worcester ..... "	69	4,500,000	590,541	4,850,754	887,219	413,289	7	99½
Cape Cod branch ..... "	29	421,950	180,000	633,906	68,942	26,412	5	40
Connecticut River ..... "	52	1,591,110	286,363	1,802,244	258,220	102,098	4	55
Eastern ..... "	58	2,850,000	1,192,975	3,120,391	620,810	310,875	6	82
Fall River ..... "	42	1,050,000	6,208	1,050,000	294,183	126,589	8	95½
Fitchburg ..... "	67	3,540,000	191,500	3,716,870	626,659	214,633	6	88
New Bedford and Taunton... "	20	500,000	none.	529,964	188,442	46,839	7	117
Boston and New York Central	74	1,159,228	953,370	2,221,068	90,315	35,214	none	57
Old Colony ..... "	45	1,964,070	295,038	2,293,534	374,897	122,866	none	96½
Taunton Branch ..... "	11	250,000	none.	307,136	159,738	21,490	8	.....
Vermont and Massachusetts.. "	77	2,233,939	1,139,615	3,207,818	244,323	13,144	none	15½
Worcester and Nashua ..... "	46	1,140,000	194,445	1,342,593	182,398	81,807	5	60
Western ..... "	155	5,150,000	5,319,520	9,953,258	1,525,224	746,736	7	96
Stonington ..... R. I.	50	.....	467,700	240,572	110,892	.....	.....	64
Providence and Worcester.. "	40	1,457,500	300,000	1,791,999	291,417	120,892	6	95
Canal ..... Conn.	45	922,500	500,000	1,400,000	.....	.....	4	65
Hartford and New Haven... "	72	2,350,000	800,000	3,150,000	639,529	294,269	10	120
Housatonic ..... "	110	.....	.....	2,500,000	329,041	168,902	none	.....
Hartford, Prov. and Fishkill.. "	50	.....	.....	In progress	69,629	.....	none	.....
New London, Wil. and Palmer	66	558,861	800,000	1,511,111	114,410	.....	.....	.....
New York and New Haven... "	61	3,000,000	1,641,000	4,978,487	806,713	428,173	7	93
Naugatuck ..... "	62	926,000	440,000	.....	.....	.....	8	.....
New London and New Haven.	55	750,500	650,000	1,880,610	Recently opened.	.....	none	40
Norwich and Worcester... "	54	2,121,110	701,600	2,596,488	267,561	116,965	4	54
Buffalo and New York City... N. Y.	91	900,000	1,550,000	2,550,500	Recently opened.	.....	none	.....
Buffalo, Corning and N. York.	132	.....	.....	In progress	.....	.....	none	65
Buffalo and State Line ..... "	69	879,636	872,000	1,921,270	Recently opened.	.....	.....	130
Canandaigua and Niagara F.. "	50	.....	.....	In progress	.....	.....	.....	.....
Canandaigua and Elmira ..... "	47	425,609	582,400	987,627	76,760	39,360	none	.....
Cayuga and Susquehanna ..... "	35	687,000	400,000	1,070,786	74,241	23,496	none	.....
Erie, (New York and Erie)... "	464	10,000,000	24,003,865	33,070,863	4,318,962	1,800,181	7	68½
Hudson River ..... "	144	3,740,515	7,046,395	10,527,654	1,063,659	338,783	none	64
Harlem ..... "	130	4,725,250	977,463	6,102,935	681,445	324,494	4	50
Long Island ..... "	95	1,875,148	516,246	2,446,391	205,068	44,070	none	28
New York Central ..... "	504	28,085,600	10,773,823	33,859,423	.....	.....	.....	103½
Ogdensburg (Northern)..... "	118	1,579,969	2,969,760	5,133,834	480,137	195,847	.....	18½
Oswego and Syracuse ..... "	35	350,000	206,000	633,598	92,353	46,072	.....	70
Plattsburg and Montreal... "	23	174,042	131,000	349,775	Recently opened.	.....	none	.....
Rensselaer and Saratoga ..... "	25	610,000	25,000	774,495	213,078	96,737	.....	.....
Rutland and Washington ..... "	60	850,000	400,000	1,250,000	Recently opened.	.....	.....	.....
Saratoga and Washington ..... "	41	899,800	940,000	1,832,945	173,545	135,017	none	30
Troy and Rutland ..... "	32	237,690	100,000	329,577	Recently opened.	.....	.....	33
Troy and Boston ..... "	39	430,936	700,000	1,043,357	Recently opened.	.....	none	.....
Watertown and Rome ..... "	96	1,011,940	650,000	1,693,711	225,152	116,706	8	93
Camden and Amboy ..... N. J.	65	1,500,000	.....	4,327,499	1,388,385	478,413	10	148
Morris and Essex ..... "	45	1,022,420	128,000	1,220,325	149,941	79,252	7	.....
New Jersey ..... "	31	2,197,840	476,000	3,245,720	603,942	316,259	10	131
New Jersey Central ..... "	63	986,106	1,500,000	2,379,880	260,899	124,740	3	.....
Cumberland Valley ..... Penn.	56	1,184,500	13,000	1,265,143	118,617	76,890	5	.....
Erie and North East ..... "	20	600,000	.....	750,000	Recently opened.	.....	.....	125
Harrisburgh and Lancaster.. "	36	830,100	713,227	1,702,523	265,327	106,320	8	55
Philadelphia and Reading... "	95	6,656,332	10,427,800	17,141,987	2,480,626	1,251,987	7	74½
Philad., Wilmington and Balt.	98	5,000,000	2,399,166	8,067,285	868,038	541,769	5	74½



## Railway Share List,

Compiled from the latest returns—corrected every Wednesday—on a par valuation of \$100.

NAME OF COMPANY.	Miles open.	Capital paid in.	Funded debt.	Tot. cost of road and equipm't.	Gross Earnings for last official year.	Net earnings for last official yr.	Dividend for do.	Price of shares.
Pennsylvania Central.....	Penn. 250	9,768,155	5,000,000	13,600,000	1,943,827	617,625	....	97
Philadelphia and Trenton....	" 30	.....	.....	.....	.....	.....	.....	.....
Pennsylvania Coal Co.....	" 47	.....	.....	.....	.....	.....	.....	102½
Baltimore and Ohio.....	Md. 381	13,118,902	5,677,103	22,254,338	2,033,420	798,193	7	62
Washington branch.....	" 38	1,650,000	.....	1,650,000	348,622	216,237	8	....
Baltimore and Susquehanna..	" 57	.....	.....	.....	418,673	152,536	.....	....
Alexandria and Orange.....	Va. 65	.....	.....	In prog.	.....	.....	.....	.....
Manassas Gap.....	" 27	.....	.....	In prog.	.....	.....	.....	.....
Petersburgh.....	" 64	769,000	173,867	1,163,928	227,593	72,370	7	77
Richmond and Danville.....	" 73	1,372,324	200,000	In prog.	.....	.....	.....	70
Richmond and Petersburg...	" 22	685,000	.....	1,100,000	122,861	74,113	none	40
Rich., Fred. and Potomac....	" 76	1,000,000	503,006	1,531,238	254,376	113,256	7	100
South Side.....	" 62	1,357,778	640,000	2,106,467	62,762	.....	.....	.....
Virginia Central.....	" 107	1,673,684	469,150	2,392,215	210,052	99,077	10	50
Virginia and Tennessee.....	" 73	2,650,091	707,958	3,545,256	109,268	42,736	none	98
Winchester and Potomac....	" 32	180,000	120,000	416,532	89,776	.....	12	....
Wilmington and Raleigh.....	N. C. 161	1,338,878	1,134,698	2,965,574	510,038	153,898	6	....
Charlotte and South Carolina.	S. C. 110	.....	.....	.....	.....	.....	.....	.....
Greenville and Columbia....	" 140	1,004,231	500,000	In prog.	.....	.....	.....	.....
South Carolina.....	" 242	3,858,840	3,000,000	7,002,396	1,000,717	609,711	7	125
Wilmington and Manchester.	" 191	3,500,000	418,187	3,465,879	986,074	535,608	8	116
Georgia Central.....	Ga. 211	4,000,000	1,214	.....	934,424	456,468	7½	....
Georgia.....	" 101	1,013,088	163,000	1,277,334	278,739	149,960	9	101
Macon and Western.....	" 71	.....	.....	In prog.	59,590	21,731	.....	....
Muscogee.....	" 50	586,887	150,000	743,525	129,395	71,535	8	....
South Western.....	" 55	.....	.....	In prog.	.....	.....	.....	....
Alabama and Tennessee River	Ala. 93	776,259	400,000	In prog.	.....	.....	.....	....
Memphis and Charleston....	" 33	879,868	.....	In prog.	.....	.....	.....	....
Mobile and Ohio.....	" 88	688,611	.....	1,330,960	173,542	76,079	8	....
Montgomery and West Point.	Miss. 60	.....	.....	.....	.....	.....	.....	....
Southern.....	Tenn. 80	835,000	541,000	In prog.	.....	.....	.....	....
East Tennessee and Georgia..	" 125	2,093,814	850,000	In prog.	.....	.....	.....	....
Nashville and Chattanooga..	Ky. 38	1,430,150	900,000	In prog.	.....	.....	.....	63
Covington and Lexington....	" 29	357,218	.....	584,902	87,421	44,250	.....	80
Frankfort and Lexington....	" 65	.....	.....	.....	.....	.....	.....	....
Louisville and Frankfort....	" 100	1,979,100	1,142,200	3,279,908	432,682	267,278	10	81½
Maysville and Lexington....	" 147	2,000,000	1,600,000	.....	.....	.....	.....	93½
Cleveland and Pittsburgh....	" 95	.....	.....	In prog.	.....	.....	.....	....
Cleveland and Toledo.....	" 135	3,027,000	408,200	3,655,000	777,793	483,454	12	116
Cleveland and Erie.....	" 46	.....	.....	2,000,000	.....	.....	.....	65
Cleveland and Columbus....	" 61	.....	.....	.....	.....	.....	.....	....
Columbus, Piqua and Indiana.	" 60	2,100,000	500,000	2,659,653	321,793	200,967	.....	102½
Columbus and Lake Erie....	" 40	310,000	550,000	925,000	.....	.....	.....	62
Cincinnati, Ham. and Dayton	" 20	.....	.....	In prog.	.....	.....	.....	75
Cincinnati and Marietta....	" 36	.....	.....	.....	.....	.....	.....	56
Dayton and Western.....	" 31	.....	.....	In prog.	.....	.....	.....	....
Dayton and Michigan.....	" 37	.....	.....	In prog.	.....	.....	.....	....
Eaton and Hamilton.....	" 84	2,668,402	482,000	3,169,733	667,559	352,133	10	111
Greenville and Miami.....	" 900,000	1,000,000	1,855,000	.....	.....	.....	.....	....
Hillsboro.....	" 167	2,387,200	1,767,000	4,110,148	540,518	113,401	.....	77½
Little Miami.....	" 57	.....	.....	In prog.	.....	.....	.....	79
Mansfield and Sandusky....	" 187	1,750,700	2,450,000	.....	.....	.....	.....	....
Mad River and Lake Erie....	" 44	750,000	300,000	.....	.....	.....	.....	....
Ohio Central.....	" 54	1,291,700	26,000	1,310,062	314,434	168,612	10	107
Ohio and Mississippi.....	" 31	.....	.....	In prog.	237,506	.....	.....	....
Ohio and Pennsylvania.....	" 131	.....	.....	.....	.....	.....	.....	77½
Ohio and Indiana.....	" 83	.....	.....	.....	.....	.....	.....	90
Scioto and Hocking Valley..	" 90	1,128,486	1,289,000	1,869,932	.....	.....	.....	76
Columbus and Xenia.....	" 62	.....	.....	.....	.....	.....	.....	....
Evansville and Illinois.....	" 159	2,647,700	1,241,300	2,400,000	516,414	268,075	10	70
Indiana Central.....	" 72	632,387	663,100	1,353,019	105,944	71,446	4	108
Indiana Northern.....	" 135	2,400,000	4,000,000	4,600,000	.....	.....	.....	....
Indianapolis and Bellefontaine	" 92	.....	500,000	In prog.	478,548	286,152	.....	126
Indianapolis and Cincinnati..	" 315	8,741,564	7,276,616	1,200,922	586,929	.....	17	112½
Lafayette and Indianapolis....	" 282	8,977,563	8,618,505	1,145,598	583,816	.....	8	103½
Madison, Indianapolis & Peru	" 38	.....	non	In progress	.....	.....	.....	....
Terre Haute and Indianapolis	" 38	.....	.....	.....	.....	.....	.....	....
Rock Island and Chicago....	" 38	.....	.....	.....	.....	.....	.....	....
Chicago and Mississippi.....	" 38	.....	.....	.....	.....	.....	.....	....
Illinois Central.....	" 38	.....	.....	.....	.....	.....	.....	....
Galena and Chicago.....	" 38	.....	.....	.....	.....	.....	.....	....
Michigan Southern and Ind. N. Mich.	" 38	.....	.....	.....	.....	.....	.....	....
Michigan Central.....	" 38	.....	.....	.....	.....	.....	.....	....
Pacific.....	" 38	.....	.....	.....	.....	.....	.....	....

number of the readers of the *Journal*, weekly, is upwards of THIRTY THOUSAND; and being composed entirely of those who feel a deep interest in railways, peculiarly or otherwise, it is fair to suppose that almost all of that class is reached by it.

From the foregoing it will be perceived that as a medium of advertising anything connected with the construction or operation of railways, the columns of the *Journal* offer advantages far superior to those of any other channel. Its circulation having duplicated within the last year and a half, its expenses are necessarily much augmented, as each advertisement now requires twice the quantity of paper ink and press work; and the prices of composition, material, etc., have advanced from thirty to fifty per cent. These facts have rendered it necessary to revise and somewhat increase our former rates of advertising. The advance however, is but slight, a trifle to each individual, and nothing at all, compared with the enhanced value which our increased circulation imparts to their advertisements. The following rates will be regularly charged from this date on all transient and yearly advertisements.

On the average, nine words of our advertisement type is a line.

No advertisement will be received for a single insertion for less than ..... \$1 00  
 Less than a column first insertion, per line. 15  
 " " " " one month, " " 25  
 " " " " two months, " " 35  
 " " " " three months, " " 45  
 " " " " six months, " " 75  
 " " " " per annum, " " 1 25  
 One Column, " " 100 00  
 One Page, " " 300 00

## Stock and Money Market.

There has been some fluctuation in the share market during the week, without any material change in quotations. The market presents the same inactivity which has prevailed for months past. In securities, there is considerable domestic demand, created chiefly by the present low prices. The foreign demand is merely nominal. In the meantime money is steadily becoming abundant on call, at lower rates than have prevailed for some time past, the natural result of a state of comparative inaction. The stringency which has prevailed has been the consequence of our people attempting too much, rather than from any fault in the principle upon which expenditures for public works have been made. As soon as a portion of the load is thrown off, the country will again move forward with its accustomed speed.

The operations of the railroads continue to be satisfactory. The returns for April to date are as follows:

Balt. & Ohio (main stem)...	\$351,379.	\$200,000
Michigan Southern.....	165,301	111,894
Michigan Central.....	145,156	104,128
Macon and Western.....	29,624	20,903
Cleveland and Pittsburgh..	42,000	39,380
Chicago and Rock Island..	86,944	new
New York and New Haven..	69,313	66,462
Pennsylvania Central.....	321,156	270,126
Norwich and Worcester....	25,831	25,365
New York Central.....	526,020	413,407
Ohio and Pennsylvania....	80,015	43,615

The proportion of passengers to freight on the Central Railroad is as follows:

Passengers.....	275,856
Freight.....	250,164

Total..... 526,020

**The commercial position of New York.**

A State having great extent and productiveness, a temperate climate, an industrious and intelligent people, and having extensive and capacious channels of communication natural and artificial, both within itself, and leading to other states having similar natural resources, is destined to employ a vast commerce. No State better illustrates this truth than New York. No city in our own country could possess such a commerce as the city of New York.

While our State has an extent, fertility, productiveness, and climate only equalled by the leading states of the Union, it has an extent of population and of *natural and artificial communication* surpassed by no inhabited part of this continent and by but few noted countries in the world. The shortest line which could connect the coast of the Atlantic with that of the great inland lakes, lies in New York. More than two thirds of the boundary of the state is a water line, of a capacity equal to the demand of the heaviest trade. The Hudson, lying in a deep gorge, is necessarily deep, straight, free from shoals and of uniform volume, and bears a trade which no river of twice its length, on the whole continent, is capable of sustaining. Its navigation is extended, by the greatest artificial water channel on the globe to connect with the great chain of lakes.

The present actual tonnage coming to tide water over the Erie and Champlain canals would, if embraced in foreign commerce, load 4000 ships of 800 tons each, every year.

To the facilities for trade by the Hudson River, Long Island Sound, the canals and Lakes Erie, Ontario and Champlain, we add the internal lakes of our state, each of which accommodates a large trade to its borders. The lakes are a part of the natural distribution of water, such as is found in few other states, unless nearly inaccessible by surrounding swamps.

The topography of our State is also the best suited to a great seat of trade, and in fact controls the distribution of the water channels which have been so well employed. New York is the northern termination of the great Alleghany chain, which attains its full height in Virginia, and presents successively lower summits to the Baltimore and Ohio, Pennsylvania Central, New York and Erie and New York Central Railroad and water routes. These respective summits may be rated in the above order as 2600, 2100, 1750 and 560 feet. The New York Central route has the great advantage also that its whole *rise and fall* between the ocean and lake Erie does not exceed 600 feet while that of some of the other routes, in reaching the Ohio, is nearly 20,000 feet.

The New York water line, having an uniform descent, is in fact an *inclined plane* passing a trade nearly equal to that of the Mississippi River, while the other lines present a succession of summits in some cases *twenty* in number.

Since this State has organized its great additional system of railroads, most of which is completed it commands more of the materials of commerce, and better facilities for its despatch than any other country of equal extent on the face of the earth. And the entire trade drainage of its business channels, and its own vast aggregates of production, converge to the city of New York. What wonder that New York is the greatest city on the Western hemisphere? that it is *growing*

the fastest? that the *twenty miles* of its wharf lines are becoming *covered* with the materials of trade? and that its surface of over fifteen thousand acres is more than half shadowed by the temples of commerce and the houses of its busy votaries. And not only in material greatness, but in mental and moral grandeur will New York stand first among the cities of the earth. The wealth and genius of its people directed by noble aspirations, and intelligent faith in the great destiny of our country, has already attracted a vast aggregate of *mind*, whose workings disclose invention, instruction, sympathy and faith.

It is perhaps an injury, (temporary it must be,) to New York, that it grows *too fast* and that its people are *too much occupied* in their pursuits, to have organized all of the great municipal systems upon which its reputation for good government must depend. But a city like this will not long sacrifice any of the essentials to its ultimate position, but will secure the highest sanitary condition, and the full means of the highest comfort convenience, economy and safety of its inhabitants.

**Effects of the Railroads entering New York.**

The East river was originally deemed the best wharf line of New York, as it afforded a better depth and entrance of water, and as the *ridge* of the island was farthest back from the shore on that side. The east side became the business side of the city. The Custom House and Exchange were placed there. Wall street received its character by its convenient position for the dealings of the merchants. The great hotels of New York were on that side, the United States and the Pearl street houses among them. The theatres were there. East Broadway was the principle locality for genteel residences.

But with the increase of the North river trade, and of the business of the Erie and Hudson River roads, and of the cotemporary inauguration of ocean steam navigation, the *West* side of the city is now taking to itself the commercial characteristics so long held by the East side.

Between Courtland and Duane streets the largest class of marble and brown stone fronts are rising, and already enclose the finest blocks of stores to be found in the country. The great hotels are all up town, but near the North River.

So are the theatres, the exhibition rooms, and the first among the temples of luxury and taste with which New York abounds. A friend told us lately that stores on the East side, which once rented for \$6000, now commanded but \$1500, although of course their age and inferior adaptation compared with modern structures had something to do with the decline of rent. But the *tendency* is irresistible. East Broadway has degenerated to a row of boarding houses. The Fifth avenue has become the home of the merchant princes. The Jersey shore is improving, both for trade and as a residence. All along the West side, property is changing hands at increasing prices, and revolution and renovation is the order of the day.

The foot of Canal street is destined to be the great depot of the railroads entering our city. A site can be readily found there which would be equal to any probable wants of the city, and which would accommodate more than any other situation, the great interests of the community. Canal street from the North River to Centre st., will become one of the most important avenues

of New York, and will be the focus of all the lines of city railroads.

Whenever this street becomes opened to the Bowery, it will acquire a new importance in the eyes of the business community.

For the American Railroad Journal.

**Hollow Axles.**

As a corollary to my communication of last week, I would state, that, a cast steel axle of the kind that I have referred to, three inches in diameter, and a hollow one of wrought iron five inches in diameter outside, and four inches diameter on the inside, would weigh about the same and be of about equal strength, while a solid one of wrought iron to be of the same strength, must be about four inches in diameter. I do not pretend to great accuracy in these calculations, but, they are sufficiently so for practical purposes, and are far within the discrepancies of one at least of the materials, as regards the strength of iron, according to the best experimenters.

Now as to the cost; I will venture the assertion that, the hollow ones cannot be furnished for less than four times the price per lb. of the solid iron ones.

The cast steel ones will probably cost eight times as much as the solid iron ones. But the latter and former being but half the weight of the solid iron axles (although equally as strong,) it follows, that, the hollow iron axle will cost twice that of the solid iron one, while one of cast steel will cost twice that of the hollow iron one.

The additional inch, in the diameter of the hollow iron axle over the solid one, is a great disadvantage, and the only advantage obtained therefore is a reduction of one half of the weight.

A cast steel axle has the same advantage as to weight, with the additional one of being one inch less in diameter than the solid one of iron, and two inches less than the hollow one. These advantages, far outweigh the imaginary one of the hollow axle, the quality of which arises from the greater amount of labor bestowed upon it, the half of which being bestowed upon the solid iron axle would effectually cure it of the "crystalline" complaint, under which it has labored so painfully of late.

The real advantages possessed by cast steel axles, however, is not yet half told, for they will last probably at least three times as long as wrought iron ones, and the steel is then worth one fourth of its original cost, so that there is no doubt in my mind, that, the cast steel axles, used on the continent of Europe, are really more economical than those used here or in England.

Mr. McConnell was confronting practical men, who doubted his diagnosis of the disease; knowing therefore, that, if he failed there, he had nothing but the "dead weight" to go upon, he brought out that wonderful array of figures, proving very clearly and by common arithmetic too, without any algebra among it, that, 15,000 waggons and carriages, each running 10,000 miles per annum, supposing each of its two axles to be relieved of  $\frac{3}{4}$  of a cwt. in weight, would be equal to 11,250,000 tons taken over one mile of the "stock," which at the low figure of one farthing per mile is £11,700 (throwing in no less sum than £18 15 shillings which he was too generous to say anything about.)

In other words, the axles which if solid will weigh



8750 tons, will weigh but 2625 tons if hollow, to which should be added, that, if the former are worth \$375,000 the latter will certainly be worth \$787,500.

The difference will be some \$412,500 against the hollow rail, which at 7 per cent. per annum is \$28,875, which has to be deducted from the credit account.

Another deduction also has to be made for old iron, for the solid axles will be worth one fourth of their original value, while the hollow ones will be worth but one twelfth even at the same rate per lb., making a difference of \$28,125 per annum more against the hollow axle, which goes far to annihilate the last particle of profit on the "dead weight," at least, as applied to this country, if indeed it does not show an absolute loss when more closely investigated and the calculation of half a cent per ton per mile is corrected, for that is a heavy charge when it is remembered that nothing is concerned but fuel and rolling stock with the permanent way.

Truly friend McConnell deals in large figures to make out a case.

It suggests to me a point of great importance to railway companies and one that appears to have escaped observation, although the evil is far greater than heavy axles, as much indeed as moving and movable matter is more expensive in its transit than "dead stock." I allude now to fat Engineers beginning with the *Chief* who must necessarily be much upon the rail, fat Directors, tenders, brakemen and employees of all sorts. Now there may be some reason in the Directors being "heavy men" but there cannot be the slightest necessity for the rest being overweight.

If we stake this class at 90,000 persons only, each but  $\frac{1}{4}$  of a cwt. over the general average of humanity, we have the same enormous amount of 11,250,000 tons not of "dead stock" it is true, but much worse of human flesh carried for nothing.

Now there can be no doubt, that it is five times as expensive as the same amount of "dead stock" and therefore a saving (without the possibility of a draw back) of at least £100,000 sterling may be effected by selecting "lean Cass iuses"  $\frac{1}{4}$  of a cwt. under the average, instead of your fat 'uns,  $\frac{1}{4}$  of a cwt. over that mark.

But, in sober seriousness, is this mode of calculation, such, an one, as an honest conscientious man should make for the purpose of bolstering up any invention? Does it not savor too much of charlatanry and quackery, even for the most obdurate dealers in such trash to get down? Most assuredly it does; for the simple reason, that, there are not 15,000, "waggons and carriages" in all England for them to "get down," or I believe the aforesaid 'obdurate' would even swallow them all.

In conclusion, I would remark, that York's hollow axles which were patented in 1842, were tested the year afterwards at the Wolberton station of the London and Birmingham Railway; and it would indeed be difficult to tell what advantage they had over solid ones, commensurate with their additional cost.

The method of testing was certainly less satisfactory, but the saving in weight was not then pretended to exceed 25 lbs. per axle or about 12 per cent.

T. A. R.

#### Distribution of Railroad Capital.

We claim for our country a vast natural capital. It exists in the fertility of our fields and forests, the productiveness and wealth of our mines, the extent of our lakes and rivers, the temperature of our climate, and what is more necessary to make these gifts available, the *brain* and the *muscle* of our people. But railroads are artificial products. Our people have obtained a strong practical sense of the value of these works, and the ability of the pocket alone limits the extent to which this preference is to be gratified. Railroads create wealth, but not until they are finished, and it is in their primary stages that they require labor and materials such as money alone can obtain. Being in general request, we therefore find the extent of these works to be in some proportion to the ability of the community possessing them.

The Eastern states, among which Massachusetts stands principal, having abundant capital, have completed the most elaborate system of railroads to be found in any part of the country. The West needs the greatest system, by reason of its own vast productiveness, and by its distance from the great centers of commerce. But while the East has abundant capital for railroads, banking and insurance, for institutions of learning religion and charity, and for the gratification of individual taste and social display, the West stands in need of money to complete her works of improvement without which her natural capital is not available.

The effort of the people of the West is naturally to attract capital, and it is the extent of their wants which occasionally produces the pressure felt in our own money market. To diminish the expectation of capitalists, below a reasonable extent, would be to avert money, a commodity which needs but proper support to become *naturalized* at once. The *monied* capital of the West would be small security for the sums which must be advanced to supply the immediate wants of that portion of the country. It is the *natural resources* of the West that forms the real basis of her solvency, and which money must develop to become available. The west could not borrow money to be employed in banking operations because the business of banking would not sensibly increase her wealth, and would not therefore create a security.

The West is compelled to preserve a local interest in her railroads to *originate* such works and to establish a basis for ultimate loans. Hence money is necessarily subscribed towards the construction of new roads simply to secure their construction and to secure the benefits which they confer on real estate and on industrial energy. This money is oftenest subscribed when it is really needed to clear ground, build highways, churches, schools, mills, stores etc., but the railroad is considered to be of *paramount* importance. The railroad opened, the holder ceases to hold, by disposing of his stock for the means of purchase or improvement of property, and the ownership is transferred to another and a richer part of the country, one where capital rather seeks employment than employment capital.

The Journal has kept its readers cognizant of the sources and distribution of capital in our railroads, and has raised this subject simply to correct impressions which have been given that the West is in a measure independent of foreign aid,

and, that the possible extravagance of her railway enterprises could have but little bearing upon the operations of the New York money market. The only pretext for such a conclusion is in the circumstance that the relative debt of Western roads, compared with their whole cost, is less than on the average of several Eastern roads. Three words, however will explain why this is occasionally the case. It simply because of the *unfinished condition* of most of the Western roads. Large sums of money will be required to lay double tracks, to perfect the road beds, to erect buildings, and to equip these roads with ample rolling stock; but how will this money be raised? The local want having been supplied in the construction of a road, it must, if in want of more money, raise it *on mortgage*. A man who has subscribed every dollar he could spare to build a road affecting the value of his property, is not solicitous to increase the cost of the road at his own expense, when his property has attained a position properly demanding his means for its improvement.

Let the proportion between stock and debt be what it may now, what will it be, ten years hence, when the work is finished by creating an additional debt;—the only means of finishing the bulk of Western roads. Many of our own roads, about New York are increasing their debt nearly every year, while their stock subscription remains stationary.

Furthermore, the East, while it holds nearly all of the stock of its own roads, owns a very heavy share of that of Western roads; so that the result proves nothing lessening the dependence of the West upon foreign capital.

The merits of Western railroad enterprises are best estimated upon the particular merits of their the routes and their relation to commercial system of the country. Whatever circumstances may incite railroad construction, the result is sure to establish a level upon which these works will find themselves only equal in productiveness to the general employments of associated capital. It is not the best idea that railroads be sought especially as *investment*, but rather as *creatives* of capital. The investment in a railroad is permanent, not capable of removal in case it proves unproductive. In this respect railroad property is different from most others. Buildings, steamers, ships, carriages, merchandize, etc., if not available for one market or for one service may be for another. It never can be so, however, with railroads; while the tendency of a too great investment is to tax the business of the community for its support, a result which may be worse than that of the most odious monopoly.

#### The Southwestern Railway.—Indianapolis and Vincennes.

We learn that Mr. Dennis, who has charge of the locating party of Engineers on the Southwestern Railway, and who has been so long and well known here as an Assistant Engineer to Col. T. A. Morris, has completed his line from Vincennes to Point Commerce, and has found a most admirable one, and that the party have gone back to Vincennes, and are now engaged in staking off the cast work for the contractors.

The Company hope; with the means already provided along the line, and without borrowing any money, or going from home for aid in any shape, to prepare their road-bed for the iron between those points during the present season.

**Pacific Railroad,**

Hon. I. I. Stevens, Governor of Washington Territory, arrived at this port in the California steamer of last week, bringing with him full reports of his reconnoissance for a railroad to the Pacific over the northern route.

It is believed that Governor Stevens' examination is the most complete and thorough yet made, of any of the routes proposed for a railroad across the Continent. It has certainly been made in an incredibly short time, when we compare what he has accomplished with what has been effected by other parties. In the short space of one year, he organized his forces, made a thorough exploration of the entire country between the Mississippi and Pacific, organized the new Territory of Washington—a labor which occupied his attention some months—and is again at the seat of Government with a full account of his operations.

The plan of Gov. Stevens embraced a thorough survey of the route to which he was assigned. Enjoying the full confidence of the department, he was allowed *carte blanche*, as to the objects embraced and the mode of accomplishing them. He set out, therefore, fully prepared for the work before him. The result shows the importance of placing at the head of exploring parties competent men, and the value of a properly organized force. Gov. Stevens will be prepared to report fully upon the *topography, geography, flora, hydrography, meteorology, &c., &c.*, of the country upon this route; its capacities for settlement, with estimates of the cost of the railroad; the best plan for its construction; the means of supplying wood and water to it; the obstructions it is likely to encounter from snow; the extreme cold weather in the high northern latitude of the route. With these data a tolerably accurate estimate of the cost of the road may be arrived at. Upon the other routes proposed, nothing of the kind has been attempted. In reference to these, we have certain facts, from which a pretty accurate idea can be formed of the general characteristics of the country traversed by them. How far the apparent obstacles may be overcome by resources not yet developed or brought to light, remains to be shown. No adequate explorations have been made, showing the degree of practicability of these routes. No proper attempt has been yet made to collate and present in a connected shape, the evidence that has been brought out by the various explorations that have been made. In all that has been said upon the subject of a railroad upon what are termed the *southern routes*, we have not seen the first attempt to present the subject in the light warranted by the facts of the case. Until a proper conception is formed of the proposed work, little progress will be made toward the grand result.

Independent therefore, of the comparative merits of the routes proposed. The more Northern one will have the advantage of being first presented to the public, in a manner in which its merits and its practicability can be fully understood. The public will be able to master the subject at once. This fact will turn public attention still more to this route, and to call out such other facts bearing upon the subject, as the previous surveys have not already developed. A suitable commencement having been made, all the facts that subsequent investigation and inquiry shall bring to light, will

at once arrange themselves under their appropriate heads, and will exert their proper value in adding their strength to, or in weakening, the project.

Governor Stevens claims to have established certain leading facts in reference to his route; 1st, that sufficient timber is found upon its line, both for the construction and for its present maintenance; 2d, that it is abundantly supplied with water; 3d, that the country is capable of sustaining a population supported by agriculture, sufficient for the wants of the roads; 4th, that the route is favorable so far as its line and grades are concerned; 5th, that it will be unobstructed by snows, and that the cold which prevails in the winter season, will offer no impediment to the running of the trains, and constitute no objection to the use of the road. In a commercial point of view, he insists that it occupies a most important position, stretching as it does from the great Lakes which with the River and Gulf of St. Lawrence, from a line of navigable waters half way across the continent, through the valleys of the Missouri and Columbia. It apparently occupies the *natural* route for a great highway across the continent.

These great water courses will form most important auxiliaries in the construction of the northern route, should it be undertaken. The completion of the Sault St. Marie Canal will render *Fond-du-lac* on Lake Superior, upon which one fork of the road must rest, accessible by sea going vessels. This point will constitute the convenient base of operations for the *Eastern* portion of the road. From that point to the great Bend of the Missouri, the distance is not so great but that the work of construction can be carried on rapidly and profitably. From the last named point, the Missouri river, the navigability of which to the Grand Falls in latitude 110° west from Greenwich, and about 2800 miles from St. Louis, Gov. Stevens demonstrates, can be used as a convenient medium through which communication can be maintained uninterruptedly with a very extensive portion of the line, and men and provisions thrown upon it at a comparatively low cost. The Columbia river can be used in a similar manner, though less uninterruptedly and economically. The value of such auxiliaries to a work of such immense magnitude as must be a railroad to the Pacific, cannot till they are called into use, be appreciated. When in the construction of a Railroad 2000 miles long, the road as it progress must serve as the medium through which is to be supplied, not only the force which is to build the road, but their food and the materials for construction, the progress must necessarily be exceedingly slow. The advantages which the Northern route possesses in the particulars named, would undoubtedly allow it to be built in a much shorter time than any other, although the latter might prove better adapted to the wants of the country.

We are glad to learn that Governor Stevens' report is to have immediate publication. We hope it will be followed up by similar explorations, and reports upon all the other routes. The one to be finally adopted is not to be selected upon any other ground than its *superior* adaptness to its object. Let us have the evidence by which alone such facts can be established, and to which local interests, sectional partialities, must in the end give way.

Governor Stevens gave an interesting Address

upon the subject of a Railroad to the Pacific before the American Geographical Society on the 9th inst. He also addressed the citizens of San Francisco upon the subject, previous to his leaving that city, a brief abstract of which we append, copied from the *San Francisco Herald*.

Of all the surveys ordered by the General Government at Washington with a view to the selection of a route for a railroad across the continent, that entrusted to Governor Stevens of Washington Territory, is far the most satisfactory, \* \* \* He has accomplished the survey of a belt extending two thousand miles from East to West, and from one hundred and fifty to two hundred miles from North to South. In the Rocky Mountains his explorations have extended over four hundred miles from North to South, and in the Cascade Mountains over two hundred and fifty miles.

The route occupied by Governor Stevens and his party is the route of the two great rivers across the continent—the Missouri and Columbia. The tributaries interlock; the whole mountain range is broken down into spurs and valleys, and no obstruction exists from snow. The whole route is eminently practicable. The highest grade will be fifty feet to the mile; and it may be reduced to forty on subsequent examination. The summit level of the road will be about five thousand feet above the sea. There will be but one tunnel.—The snows will be less than in the New England States.

The Missouri River has been surveyed, and found to be navigable for steamers to the Falls, about 700 hundred miles from Puget Sound, and 500 miles to the point where the main Columbia is first reached by the railroad from the east. This 500 miles is in part along Clark's Fork, affording 100 miles navigable for steamers. It may be here observed that a party under Dr. Luckey went down Clark's Fork, from the base of the Rocky Mountains to the Columbia, and thence to the Lower Columbia, in a canoe in October and November, developing many facts in regard to the part it must play in the building of a railroad. They went the whole distance in canoes except one link of 60 miles. All the winter parties were heard from or had come in on the 25th of March. The developments are extraordinary. In the first place, as to snow:

Lieut. Grover crossed the Rocky Mountains in the middle of January, and found but one foot of snow in the pass; none in the valleys. Lieut. Mullen crossed the Rocky Mountains four times in December and January, and the greatest depth of snow found by him was fifteen inches, and that for a short distance.

He dwells on the luxuriant grass of the valleys in midsummer, and expresses the opinion that it must become a great emigrant route. The Flat-head Indians cross these mountains with horses during every month of the winter. At Fort Benton, just east of the mountains, there is not snow enough, nor has there been for twenty years, to use sleds. The fur companies, in midwinter, send their goods in wagons to their Northern trading posts. From the Mountains to Puget Sound, by Clark's Fork and the Columbia River, no obstructions snow exist. On this route Governor Stevens expresses have been traveling with horses all winter. The greatest depth of snow found by Lieut. Grover was two and a half feet, and that on the mountain spurs overhanging Clark's Fork.—The railroad will be located on the side hill, where the snow will be much less in depth. A practical route to the South for the road will be over the Cascades by the Snoqual-me Pass. Mr. Tinkham crossed the pass in January. For six miles on the divide the snow was from six to seven feet. It then rapidly died out both eastward and westward, only about forty miles in all having snow from one and a half to six feet. The Columbia River line, affording a connection with both Oregon and Washington will be recommended as certainly practicable—the Snoqual-me Pass line saving one hundred and fifty miles as probably practicable, but requiring subsequent examination.—



The results of the survey may be assumed up as follows; Three lines run from the Mississippi River to the Rocky Mountains; nine passes explored in the Rocky Mountains to the end of January; three lines run from the Rocky Mountains to the Columbia River and Puget Sound; the Cascades explored from the Columbia River to the 49th parallel; Puget Sound examined with reference to a railroad depot; the fact that not the slightest obstruction will occur from snow established beyond controversy.

#### Buffalo and New York City Railroad.

This Company having failed to pay the interest and a portion of the first mortgage bonds, falling due on the 1st inst., a meeting of parties interested was held at the Astor House in this city on the 17th instant, for the purpose of determining the proper course to be pursued in the premises. The meeting was well attended and was organized by the choice of Hon. J. Phillips Phoenix as Chairman, and Mr. Wilson, of Cammann & Co., Secretary. After a free interchange of views, the following resolutions were framed and unanimously adopted, and the Investigating Commission consisting of Theodore Sedgwick, Edward Whitehouse, and Denning Duer was appointed to report at an adjourned meeting on Saturday, the 27th inst.

*Resolved*, That the general condition of the affairs of the Buffalo and New York City Railroad Company, taken together with the recent non-payment of the interest due 1st instant, on that part of the road from Buffalo to Attica, on the first mortgage Bonds of the Company, is such as to require a thorough investigation, so that all parties interested in the road may know the exact condition of their investment.

*Resolved*, That the interests of the bondholders, the stockholders, and creditors of the Company call for such investigation, and that the efforts of all parties interested in its permanent welfare should be invited to carry out such measures as the result of the inquiry shall show to be judicious and desirable.

*Resolved*, That a Committee of three be appointed; that the said Committee be composed of parties who are either bondholders, stockholders or creditors; that they be instructed to make a complete investigation of the affairs of the Company, showing what the road and its equipments of every kind have cost, the condition of its stock and debt, in full; the present condition and future prospects of the business of the road; and that they also report what measures are, in their judgement, desirable to place the affairs of the Company in a sound and prosperous condition.

*Resolved*, That the officers and agents of the Company be respectfully requested to give the said Committee all reasonable facilities to obtain the information above called for.

*Resolved*, That the said Committee report as aforesaid, on the 27th day of May, and that this meeting stand adjourned to the same day at one o'clock, to receive the said Report.

We are gratified to witness prompt action in reference to the above matter. We understand that the trustee under the mortgage, will adopt immediate measures to take possession of the road in behalf of the bondholders. So that neither their rights nor the value of their securities will be prejudiced by the action of the company. As the earnings of the road are sufficient to provide amply for all claims arising under the first and second mortgages, the bondholders, barring the inconvenience arising from the temporary postponement of one of their instalments of interest, will not suffer.

We must say that the President of the road, who is regarded as responsible for what has oc-

curred, is placed in a position in which his integrity is liable to be directly impugned.

The net earnings of the road properly applied, must have been sufficient to have met the interest due on the first instant. If not, it was his duty to have made a statement of facts. It is very probable that the current earnings of the Co. were used for expenses as received, but we happen to know that parties stood ready, in case such were the fact, to advance the necessary amount to pay the May interest, upon such security as the company could readily offer. But the President, it seems, chose to take some other course, the motives of which are not apparent. Whatever these may be, unless they be satisfactorily explained, he has affixed a stain upon his own character, and which must attach to the road till it passes into new hands. We trust and fully believe, that he will find no person occupying a similar position, with whom he can share his present responsibilities. Neither the public sentiment, nor the laws of the country will tolerate such acts on the part of railroad officials; and the indignant condemnation, and the promptness with which action has followed the offence, will in the end, perhaps, do quite as much good to our railroad companies as the above default has done them harm.

#### Franklin and Warren Railroad Company.

From the first report of the President and Directors of the above company to the stockholders, dated July 1853, we learn that the organization of the company was effected the 19th June 1851. Early in October of 1852, preliminary surveys were made under charge of Col. Geo. Robinson, which proved entirely satisfactory as to the feasibility of the route. The charter of the company is of the most liberal character, authorizing the construction of a double track railway from the northeastern to the western or southwestern extremity of the State.

A contract for the construction of the work was made with Mr. Henry Doolittle in June last, at rates entirely satisfactory to the company. The finances of the company consist, chiefly, of local individual subscriptions, amounting, in the aggregate, to one million three hundred thousand dollars, with the encouraging prospect of being increased to one and a half million of dollars. Of the first named amount, nearly one million of reliable subscriptions are now in the possession of the company; the balance will be ready for deliver at different points on the line so soon as the proper examinations are made for the permanent location of the road. This amount, added to the portion subscribed and payable to the contractor, will amount to about two and a half million of dollars, which, it is confidently believed, will constitute sufficient basis to insure the completion of the work, and establish ample confidence in the enterprise.

In the examinations and selections for this route, three essential considerations were kept in view.

1st. The shortest and most direct line from the city of Dayton, as a western terminus, to the northeastern connection with the Pennsylvania State line.

2d. The face of the country most conveniently and economically fitted for the construction of the road.

3d. The points of connection with other, more especially with Western and Southern, enterprises of the same character, either completed, in pro-

gress, or projected, serving or likely to serve as feeders for the main trunk of which the Franklin Warren Railroad forms so considerable a portion.

For the American Railroad Journal.

#### The Mississippi and Tennessee Railroad.

Mr. Editor:—The above road which has thus far excited but little attention abroad, is destined soon, in view of its important connection, to occupy a prominent position among the railroads of the South. Its southern terminus is Grenada, Mississippi, where it connects with the Central road, extending South to Canton, and thence to New-Orleans and Mobile, by the Great Northern, and Mobile and Ohio roads. At Memphis, its northern terminus, it connects with the Memphis and Louisville, and Memphis and St. Louis roads on the North, the Memphis and Charleston road on the East, and the Memphis and Little Rock road on the West, (all of which roads except the latter, are in active process of construction,) thus making Memphis a grand focus from which radiate roads connecting every quarter of the Union; exchanging at this point, the rich mineral and agricultural products of the North for the great textile product of the South.

If a straight line be drawn from St. Louis to New Orleans, it will pass through Memphis and over the Mississippi and Tennessee road, and connect these two points by a practical railroad route, not exceeding 530 miles, whereas, by the Mississippi River, a great highway strewn with the wrecks of human life and property, the distance is 1246 miles. This road penetrates for its entire length of 97 miles, the richest cotton growing region of Mississippi, and at the lowest estimate will add to the trade of Memphis one hundred thousand cotton bales, which now find their way to New Orleans, through the small tributaries of the Mississippi River. The road is one of easy construction, passing over a comparatively level country with a light sandy earth, and no rock whatever. The attention of capitalists and contractors is invited to it, as affording an unusual opening for good investments and profitable work.

MINOR MERIWETHER,  
Chief Engineer.

#### Denny's Divided Axle.

The especial attention of engineers and practical railroad men is for the advertisement and engraving of Denny's axle in this day's Journal. It promises to be of very great importance if it has any merit at all. Not having been able to view any of the practical tests to which it has been subjected we are unable to speak from personal knowledge, but at this day it is not needed that we should enter into an argument to show the disastrous and destructive results, to both life and property arising from imperfect axles.

inventer claims that his improvement, without adding material to the present expense of axles, will entirely do away with the danger of breaking of them by the extraordinary strain put upon them in passing curves. This improvement was patented on the 31st January last and is now affected to the investigation of railway men, carbuilders etc;

The object sought to be attained by this axle is of unquestionable importance, and the invention is therefore entitled to the careful investigation of those persons who are competent to decide upon its merits.

**Railway Consolidation.**

The Sandusky, Mansfield and Newark Railroad Company, which is formed by the Consolidation of the Mansfield and Sandusky city, the Columbus and Lake Erie, and the Huron and Oxford Railroad Companies, has, we learn funded its floating debt, which will enable that company to pay dividends hereafter regularly from its earnings. The new company has issued a series of bonds, which it proposes through its agent D. N. BARNEY, 82 Broadway, to exchange for the bonds of the original companies. These Bonds are secured by a mortgage on the whole road, which is 127 miles long, and well furnished for business. We learn that the old bond-holders are rapidly exchanging their old bonds for the new, as the security is deemed better and more available. When the Scioto and Hocking Valley Railroad is complete, which traverses the great mineral region of Ohio, the stock of either will be a good investment, and the whole line of road will do more than any other to develop the natural resources of the State.

The latter road is rapidly approaching completion. Forty-five miles at the South end is in operation, and with only four engines, is earning some \$8000 per month. Some ten iron furnaces, producing near 30,000 tons pig metal annually, are accommodated by this road for carrying their products to market. The gap between Newark and Jackson, 90 miles, is nearly ready for the rails, and it is expected will be completed within a year.

**D. Mitchell, Jr.,**

Chief Engineer Pittsburgh and Steubenville, and Chartiers Valley Railroads, Pittsburg, Pa.

**Samuel McElroy,**

Assistant Engineer, New York Navy Yard.

**Charles B. Stuart,**

Civil Engineer, New York.

**Edward W. Serrell,**

Civil Engineer, 157 Broadway, New York.

## MONTREAL & NEW YORK AND Plattsburgh and Montreal RAILROADS.

**Open through from Plattsburgh to Montreal.**

Passenger Trains leave Montreal for Plattsburgh at 6:30 a.m. and 5 p.m., arrive at 8 a.m. and 7:30 p.m.

Leave Plattsburgh for Montreal 7:30 a.m. and 4 p.m., arrive at 10 a.m. and 6:50 p.m.

Trains connect at Montreal with Steamers for Quebec, and the St. Lawrence and Atlantic Railroad for Sherbrooke and intermediate station.

Trains connect at Moers Junction with Northern (Ogdensburg) Railroad for Ogdensburg and Lake Ontario Steamers for Lewiston, Niagara Falls and Upper Canada, and all ports on the Western Lakes.

Trains connect at Plattsburgh by Steamer to Burlington with Rutland and Burlington Railroad and connecting lines for Troy, Albany, New York and Boston, and all intermediate stations. Also with steamers for Whitehall to the Saratoga and Washington Railroad, and connecting lines of road to Troy, Albany and New York.

Passengers will find this route unequalled for comfort and dispatch, and attended with less fatigue and delay than any other. It possesses moreover the advantage of a short Feringee of only fifteen minutes across the River St. Lawrence at Caughnawaga, which has never been known to freeze, and can be confidently relied upon at all seasons of the year.

Freight Trains run daily each way.

For particulars see Freight and Passenger Tariff.

BAGGAGE checked through.

H. W. NELSON, Superintendent.

**Railroad Iron.**

THE "Montour Iron Company" is prepared to execute orders for Rails of the usual patterns and weights, and of any required length not exceeding 30 feet per rail.

Apply to  
September, 1850.

THOS. CHAMBERS,  
President.

**Notice to Contractors.**

OFFICE OF THE VICKSBURG, SHREVEPORT AND  
TEXAS RAILROAD COMPANY,  
Monroe La., March 8th, 1854.

SEALED PROPOSALS will be received at this office until the 1st day of June next, at 2 o'clock P. M., for clearing and grading the section of road between the Mississippi river and Richmond, in the parish of Madison—a distance of about twenty miles; also, for clearing and grading the section between the city of Shreveport and the Texas State line, in the parish of Caddo—a distance of about twenty miles; and, also, for clearing and grading a section of twenty miles, beginning at the Ouachita river and running west, in the parish of Ouachita.

Bids may be made for the sections, or any portion thereof, not less than one mile, and those proposing to take stock of the company in part payment, will be most favorably considered. The lines, plans, profiles and quantities of work, together with the specifications, are now ready for examination in the office of the company. Payments in the proportion of four-fifths of the amounts due will be made at the end of each month or quarter, as may be agreed on, during the progress of the work.

The company reserves the right to accept such proposals as in their judgment will secure the prompt and faithful execution of the work according to contract, or to reject all if none are satisfactory.

Further information may be obtained from the undersigned.

N. D. COLEMAN.

President.

P. J. TOURNADRE,

Chief Engineer.

## Railroad Companies and Contractors,

WANTING first rate German or Irish laborers for railroads and canal work, or mechanics of any kind, will find the undersigned a first rate office to give their orders to, as thousands of emigrants apply to them every season for employment.

Satisfactory reference will be given to well known companies and contractors, and men are forwarded to any part of the Union.

MORRIS & COHNERT,

European, American Employment Office,  
287 Broadway, corner Reade-st.

8m\*10 Under the Irving House, New York.

**N. York and N. Haven R. R.****NOTICE OF SUMMER ARRANGEMENTS,**

Commencing Monday, May 9, 1854.



TRAINS FROM NEW YORK.	TRAINS TO NEW YORK.
4 A. M.—Accommodation to New Haven.	5:30 A. M.—Special, from Port Chester.
8 A. M.—Express for Boston, stopping at Stamford and Bridgeport.	5:00 A. M.—Commutation from New Haven.
9:10 A. M.—Special for Port Chester.	6:15 A. M.—Accommodation from New Haven.
11:30 A. M.—Accommodation for New Haven.	8:15 A. M.—Accommodation from New Haven.
3:00 P. M.—Express for New Haven, stopping at Stamford, Norwalk and Bridgeport.	9:35 A. M.—Express from New Haven, stopping at Bridgeport, Norwalk and Stamford.
4:00 P. M.—Accommodation for New Haven.	1:07 P. M.—Boston Express, stopping at Bridgeport, Norwalk and Stamford.
5:00 P. M.—Express for Boston, stopping at N. Haven.	4:00 P. M.—Special, from Port Chester.
5:35 P. M.—Commutation for N. Haven.	4:00 P. M.—Accommodation from New Haven.
6:30 P. M.—Special for Port Chester.	9:30 P. M.—Boston Express, stopping at Bridgeport, Norwalk and Stamford.

GEORGE W. WHISTLER, Jr., Sup't.  
New Haven, May, 1854.

**Edge Tools.**

THE Underhill Edge Tool Company manufacture from the best of Steel, and warrant every variety of Edge Tools for the New England, Southern and Western trade, including Axes, Adzes, Picks and Chisels; all of which are constantly kept on hand at their Warehouse, 53 Kilby street, Boston.  
December 18, 1852. WM. S. SAMPSON, Agent.

**\$1,700,000**

## LOAN OF THE MORTGAGE BONDS OF THE NEW YORK AND HARLEM RAILROAD COMPANY.

This Company will receive proposals for one million seven hundred thousand dollars of their First Mortgage Bonds, issued in sums of one thousand dollars each, payable at the office of the Company, in the City of New York, on the first day of May, 1873, with coupons attached for the payment of interest at the same place semi-annually, on the 1st of May and 1st of November, at the rate of seven per cent. per annum.

These Bonds are secured by a First and only Mortgage, to Thomas W. Ludlow and R. M. Blatchford, Trustees, on the road and its appurtenances, made under special authority of an Act of the Legislature and vote of the Stockholders.

The whole amount of Bonds which can be issued under the Mortgage is \$3,000,000, and will be the first and only lien upon the road, and will constitute the sole debt of the Company. The Company reserve \$1,300,000 of this Mortgage for the exchange of all the outstanding plain Bonds of the Company now in existence, and propose to dispose of the residue, One Million Seven Hundred Thousand Dollars, for the purpose of discharging all their floating debt, and of payment of the expenditure necessary for the full completion of the improvements now in progress upon the road.

The capital of the company paid in is \$1,500,000 of Preferred Stock and \$3,600,000 of Common Stock, upon which regular dividends have been earned and paid for the last five years of Eight (8) per cent. per annum on the former and Four (4) per cent. on the latter.

The receipts of 1853 amounted to 964,467, being an increase of twenty-six (26) per cent over 1852, and there is no doubt a still larger business will be done the present year.

The public have therefore now offered them a home security of the most reliable character.

The Acceptances of the Company will be received in payment for the Bonds.

Twenty (20) per cent, is required to be paid on acceptance of bids, and Twenty (20) per cent. every thirty days thereafter, for which Bonds will be given; Ten (10) per cent. however of the first instalment being reserved by the Company until completion of the contract; interest to be adjusted from the 1st of May.

Parties have the privilege of making payment in full and receiving their Bonds.

Sealed Proposals will be received at the office of BLATCHFORD & RAINSFORD, No. 58 Wall street, on or before the 10th day of May next, at 3 o'clock P. M.

**Notice to Bridge Builders.**

Proposals will be received until Monday June 3 at the Engineers Office, Huntingdon Pa. for the superstructure of Bridges on Trestle Works, of the Huntingdon and Broad Top Railroad.—Plans and specifications will be exhibited at the office, or Contractors may present their own plans with their bids.

S. W. MIFFLIN C. Engineer  
Huntingdon May 6 1854, 4t

**To Contractors.**

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD OFFICE.—PHILADELPHIA, April 21st, 1854.—PROPOSALS will be received at this office until May 25th, 1854, for driving the piles, protecting the foundations, and for the Masonry above and under water, of the proposed Bridge across the Susquehanna River at Havre-de-Grace, Maryland.

Also, for the Grading and Masonry of the new location of the Road adjoining the Bridge, and of the Port Deposit Branch Railroad.

Plans, profiles and specifications may be seen at the Engineer's Office, in Havre-de-Grace.

S. M. FELTON,  
Pres. P. W. and B. R. R.

17,4t



## New York and Erie R. R.

**PASSENGER TRAINS**  
leave Pier foot of Duane street, as follows, viz:—  
**BUFFALO EXPRESS**, at 6 a. m. for Buffalo direct, without change of baggage or cars.  
**Dunkirk Express**, at 7 a. m. for Dunkirk.  
**MAIL**, at 8½ a. m. for Dunkirk and Buffalo, and intermediate stations.  
**WAY EXPRESS**, at 12½ p. m. for Dunkirk.  
**Rockland Passengers**, at 3.30 p. m., (from foot of Chambers Street) via Piermont, for Suffern and intermediate stations.  
**WAY PASSENGER**, at 4 p. m., for Otisville, and intermediate stations.  
**NIGHT EXPRESS**, at 6 p. m. for Dunkirk and Buffalo.  
Emigrant at 6 p. m.  
On Sundays only one Express Train—at 6 p. m.  
These Express Trains connect at Buffalo with first-class splendid Steamers on Lake Erie for all ports on the Lake; and at Dunkirk with the Lake Shore Railroad for Cleveland, Cincinnati, Toledo, Detroit, Chicago, etc.  
D. C. McCALLUM, General Sup't.

## Great Western Mail Route.

**SIXTY MILES DISTANCE SAVED TO CHICAGO AND ST. LOUIS.** THE MICHIGAN SOUTHERN AND NORTHERN INDIANA RAILROAD LINE, carrying the Great Western United States Through Mail, have the following staunch first-class Steamers running on Lake Erie in connection with the NEW YORK AND ERIE RAILROAD from Dunkirk, touching at Cleveland, and connecting with their Road at Toledo, and connecting directly with the CHICAGO AND ROCK ISLAND RAILROADS at Chicago, in the same Depot, thus forming a Daily Line for Passengers and Freight from New York to the Mississippi River. **NIAGARA**, Capt. Miller; **EMPIRE**, Capt. Mitchell; **KEYSTONE STATE**, Capt. Richards; **LOUISIANA**, Capt. Davenport. Also a DAILY LINE FROM BUFFALO DIRECT TO MONROE, by these well-known magnificent Floating Palaces, **EMPIRE STATE**, J. Wilson, Commander, leaves Buffalo Mondays and Thursdays; **SOUTHERN MICHIGAN**, A. D. Perkins, Commander, leaves Buffalo Tuesdays and Fridays; **NORTHERN INDIANA**, I. T. Phettat, Commander, leaves Buffalo Wednesdays and Saturdays.

One of the above splendid Steamers will leave the Michigan Southern Railroad Line Dock, at 9 o'clock, P. M. every day, (except Sundays) and run direct through to Monroe without landing, in 14 hours, where the **LIGHTNING EXPRESS TRAIN** will be in waiting to take passengers direct to Chicago in 8 hours, arriving next evening after leaving Buffalo.

Running time from New York to Buffalo..... 14 hours.  
Running time from Buffalo to Monroe..... 14 hours.  
Running time from Monroe to Chicago..... 8 hours.

Total..... 36 hours.

Connecting at Chicago with a fine line of Low Pressure Steamboats to all places north of Chicago to Green Bay; also with Chicago and Rock Island Railroad to La Salle, and there connect with Illinois River Line of Steamboats, or Express Trains of ILLINOIS CENTRAL AND CHICAGO AND MISSISSIPPI RAILROADS, or connecting at Rock Island with regular line of steamers for all points above and below, making the cheapest and most direct Route to St. Louis, Rock Island, Minnesota, and the Great West.

The AMERICAN LAKE SHORE RAILROADS from Buffalo and Dunkirk connect with this line at Toledo, forming the only direct and continuous line of Railroads from the Atlantic Seaboard to the Valley of the Mississippi.

Running time to Chicago, 36 hours; to St. Louis, 56 hours.

FOUR DAILY TRAINS by Railroad all the way.

TWO DAILY LINES by Steamers on Lake Erie.

Thus the Traveller and Shipper can see at a glance that no other Line can enter the lists as competitors.

Passengers Ticketed Through from New York with privilege of stopping over at any point on the route, and resuming seats at leisure, either by the New York and Erie Railroad, via Dunkirk, New York and Erie and Buffalo and New York City Railroad via Buffalo; People's Line of Steamboats, Hudson River or Harlem and New York Central Railroads, via Albany and Buffalo.

For any further information, Through Tickets, or Freight, apply at the Company's Office, No. 193 Broadway, corner of Dey st., N. Y., to  
JOHN F. PORTER, General Agent, or  
L. P. DUNTON, Ticket Agent.

## Notice to Contractors.

**PROPOSALS FOR THE ENTIRE CONSTRUCTION and equipment, or the graduation, bridging and masonry, separately, either in whole or in part, of the Mississippi and Tennessee Railroad, (extending from Memphis to Grenada, Mississippi, about 97 miles), will be received at the office of the Company, in Memphis, till the 20th of July next. Proposals for the entire construction and equipment, and otherwise as favorable, will have preference. Profiles and estimates of the first 60 miles may be seen on application at the Engineer's Office in Memphis. Bidders must furnish satisfactory evidence of their ability to complete the work.**

MINOR MERIWETHER,  
Chief Engineer.

May 4th, 1854.

## Notice to Contractors.

**PROPOSALS will be received for all the heavy work on the Blue Ridge Rail Road, South Carolina; Blue Ridge Rail Road, Georgia; Tennessee River Rail Road, North Carolina; Knoxville and Charleston Rail Road Tennessee.** The above lines of rail-way are consolidated and under the management of one Company, Extending from Anderson South Carolina, via Clayton, Georgia, Franklin North Carolina, to Knoxville Tennessee, a distance of 194 miles. That part of the road from Anderson South Carolina, to the Turniptop Mountain, a distance of 40 miles is principally earth excavation, of about equal quantities of cut and fill, with several bridges. From the Turniptop Mountain to the Babun Gap, a distance of 24 miles, the work is very heavy, there being on the line one tunnel of 5800 feet, one of 1400 feet, and one of 400 feet in length; a suspension bridge across the Chatuga River 500 feet long, with some very heavy earth and rock cuts. The rock in the Tunnels is gneiss stratified. From the Babun Gap to twenty miles below Franklin, a distance of 50 miles, the line follows down the Tennessee River; the class of work is principally side hill excavation, some of which is rock; their will also be several bridges. From the point 20 miles below Franklin to Hardens, a distance of 35 miles, the line follows the Tennessee River the entire distance, causing heavy side rock excavations. On this portion of the line will be several expensive bridges, and a tunnel of about 1000 feet. From Hardens to Knoxville, a distance of 45 miles, the line follows the river about eight miles, then leaves it, running across the Chilhona mountains almost a north line to Knoxville; this portion of the road is heavy work, with about equal quantities of cut and fill, an expensive bridge 1000 feet long and 45 feet high, crossing the Holston River at Knoxville. The character of the rock from Knoxville to Hardens is limestone, and from Hardens to Franklin gneiss rock stratified, and from Franklin to Anderson, stratified sand stone and gneiss rock. The character of the earth is sandy and clay loam. The line for the whole distance runs through high table lands, well settled, remarkable for its health, good water and ample resources for subsistence. The above line of rail-way offers great inducements to experienced contractors. The undersigned will be prepared to receive proposals and enter into contracts for the graduation, bridging, tunneling and masonry for the heavy portion of the line, from and after the 1st day of May next, at Knoxville Tennessee, Franklin North Carolina, and Pendleton South Carolina, and will continue at such places, until the same is under contract. Profiles and maps of approximate location can be seen at each of the above places after the 1st day of May. Proposals are asked with cash payments, also eighty per cent cash and twenty per cent in the Capital Stocks or Bonds of the Company. All communications prior to may 1st must be addressed at Pendleton South Carolina.  
4,13

ANSON BANGS & Co.

## To Contractors.

The Virginia Central Railroad Co. proposes to contract for taking up about 36 rails of superstructure now laid with the strap rail, and relaying with a heavy rail, the contractor furnishing every thing except the ties which will be distributed by the company.

Sealed proposals will be received at the office of the company in Richmond, until the 24th day of May next, at 9 o'clock.

The Rail to be used must weigh from 55 to 60 lbs. to the yard. Payments to be 50 per cent. cash, and 50 per cent. in the Bonds of the company running 30 years, and secured by a mortgage on the whole property of the company.

Specifications may be obtained at the Engineer's office at Richmond, after the 10th day of May.

CHARLES ELLET, Jr.  
Chief Engineer.

April 26th 1854.

St.18

## To Contractors.

**PACIFIC RAILROAD OF MISSOURI**  
THIRD AND FOURTH DIVISIONS.

It is intended to make contract for the third divisions of this road, (extending from the Missouri river at Jefferson City, passing near Georgetown and Warrensburg, to the Missouri river near Independence, about 160 miles,) so soon after the first of May next, as satisfactory proposals shall be made.

Contract will be made for the whole now offered, or such parts as particular contractors may select in form and quantity to suit the interests of the company. Proposals are asked for by the cubic yard, with cash payments; but contractors may, if they desire, accompany their offer with proposals for two thirds cash and one third in county and railroad mortgage bonds or other securities.

Profiles and maps of approximate location can be seen after first of April next at Pacific Railroad Office, in St. Louis, and any information will be given on application to the Engineer.

The first division of this road is now in operation; the second division to Jefferson City under present course of construction.

The third and fourth divisions now offered pass over a high, rolling mixed prairie and timbered country, and for healthfulness and supply of provisions will compare favorably with any part of the west.

THOS. ALLEN, Pres.

THOS. S. O'SULLIVAN, Chief Eng.

Pacific R.R. Office, St. Louis, Feb. 1854.

## To Chief Engineers.

A Gentleman who has had some Eight years Experience in construction of various Eastern and Western Railroads desires a situation as Resident Engineer upon some railway in the United States. The best of references as to Capability and Efficiency can be furnished. Address B. care of John Palmer Esq. East Cambridge, Mass. 17 tr

## For Sale.

**THE ROSSIE FURNACE AND FOUNDRY**, etc., St. Lawrence County, N. Y.—This well known establishment, having attached to it a large and complete Casting House and Machine Shop, with ample accommodations for workmen, and every convenience necessary to the prosecution of an extensive business, together with valuable Iron Mines and Mining Rights, also Timber Lands, is offered for sale by the proprietor, who retires from the business. The capacity of the Rossie Furnace for making iron, is believed to be unsurpassed by any charcoal Furnace in the country, having repeatedly run up to fourteen tons per day, with 55 to 60 per cent. yield from ores—specular red oxides—coal, per ton, 100 bushels. The same has been in uninterrupted operation for over twenty years, and the reputation of its iron is established throughout the West. The location of these works is in the village and town of Rossie, county of St. Lawrence, N. Y., six miles from the River St. Lawrence, and connected therewith by a plank road. Their cost, apart from premises and water power, has involved an expenditure of over \$100,000, and their present efficiency, in every respect, is considered unexceptionable. For further information apply to D. W. Baldwin, Agent, at the works, or to the undersigned.

Ogdensburg, N. Y., April, 1853.

G. PARISH.  
15,3m\*

**S. SEYMOUR & CO. GENERAL RAILROAD AGENCY**, Office, Metropolitan Bank Building. No 110 Broadway, have to dispose of at private sale, in amounts to suit persons desiring to invest, the following valuable Securities:

LOUISVILLE CITY BONDS, at 30 years  
OHIO AND MISSISSIPPI R.R. STOCK, drawing interest.

MAYSVILLE AND LEXINGTON MORTGAGE BONDS, at 24 years.

MAYSVILLE AND LEXINGTON R.R. STOCK.  
SCIOTO AND HOCKING VALLEY R.R. STOCK.

SCIOTO AND HOCKING VALLEY R.R. FIRST MORTGAGE CONVERTIBLE BONDS, at 11 years.

LOUISVILLE AND NASHVILLE R.R. STOCK.  
BUFFALO AND STATE LINE R.R. BONDS.

They are prepared to negotiate contracts for the construction and equipment of Railroads in any part of the country, including furnishing corps of engineers and contractors locomotive engines and cars, railroad bridges. McCallum's patent, railroad iron, chairs, spikes, switch irons, &c., &c.



**Railroad Iron.**

THE Undersigned, Agents for the Manufacturers, are prepared to contract to deliver free on board at shipping ports in England, or at ports of discharge in the United States, Rails of superior quality, and of weight or pattern as may be required.

New York, June 1, 1851.

VOSE, PERKINS & CO,  
9 South William Street.

**Important to Railway Co's.**

A GREAT improvement has recently been perfected in the manufacture of Dumping Gravel Cars by which the cost is materially lessened and the strength and durability much increased.

We have secured the right to manufacture these improved Cars and can supply them at prices ten per cent. lower than the ordinary kind.

Orders directed to the Hamilton Car Co., Hamilton, Ohio, will receive prompt attention.

**South-Western Car Shops,  
Madison, Indiana.**

THE subscriber is prepared to execute orders at short notice, for all kinds of Passenger, Freight and other descriptions of Railroad Cars.

Work delivered at any point accessible by railroad, or by the Ohio and Mississippi rivers.

Facilities for transportation, enable the subscriber to afford peculiar advantages to Companies requiring work delivered in the South and West.

W. CLOUGH.

Refer to

JNO. BROUGH, Esq. WINSLOW, LANIER & Co.  
Feb. 18. 1m.

**Ontario, Simcoe & Huron R.R.  
CANADA.**

THIS road opened in May last to Lake Simcoe is expected to be completed to the Georgian Bay, Lake Huron a distance of 96 miles in June next where it will form the shortest and most agreeable route to the North Western States to Lake Michigan and to the Mineral Regions of Lake Superior.

At present the Passenger Trains leave Toronto for Barrie (64 miles) daily at 8 a.m. and 3.30 p.m., returning the same day. On the opening of the navigation a Steamer will ply on Lake Simcoe in connection with the Trains and will convey passengers through that Lake and Lake Couchiching to Orillia whence a short portage of eighteen miles will take them to the waters of Lake Huron to the Steamer (Kakabow) which runs to the Sault St. Marie and intermediate ports forming the most expeditious and agreeable route to the Mineral Regions of Lakes Huron and Superior.

Arrangements will be made on the completion of the road to take Georgian Bay for a line of first class Steamers to extend their trips to the ports on Lake Michigan.

ALFRED BRUNEL,  
Superintendent.

MR. WILLIAM NAISH, of Newport, Monmouthshire Inspector of rails, begs most respectfully to acquaint importers of rails, engineers and others connected with the railroads of America, that he still continues to execute orders of inspection, throughout the various districts of South Wales and adjacent Iron works, and confidently refers to the satisfaction which his supervision has given during the last ten years to exporters of rails, and others below named; as a proof of the fidelity, carefulness and promptitude of his inspections.

BARING BRO. & CO, London.

PALMER, McKILLOP, DENT & CO., London.

LEWIS HOPE, Esq., "

COLLMAN & STOHLETERFOHT, "

HON. JAS. WADSWORTH, Buffalo New York

JAMES SPENCE, Esq., Liverpool.

NAYLOR, VICKERS & CO. " 191y

**C. Floyd-Jones.,**

Division Engineer 3d and 12th Divisions.  
ILLINOIS CENTRAL RAILROAD.  
Vandalia, Ill.

**Locomotive Engines for Sale.**

TWO first class engines, adapted to a 5 foot gauge, 22 tons weight, 16 + 20 inch cylinders, and 5½ and 6 feet drivers, built by one of the best makers in the country. New, and offered for sale because not required by those ordering them. Enquire at the office of American Railroad Journal, 9 Spruce-st., up stairs.

Dec. 24.

**Passenger Cars for Sale.**

TWO first class Passenger Cars, built by one of the best car builders in the country, for the Baltimore and Ohio Railroad.

The above presents a rare opportunity to any Railroad Company wishing first class cars for immediate use.

They will be sold at a bargain for cash or good paper. Enquire at the office of Bridges & Brothers, 64 Courtland Street.

New York, Feb. 21st, 1854.

**To Locomotive Engine Builders and Engineers.**

THE Proprietors offer for rent for a term of years, with immediate possession, the splendid property, known as the BELLEVILLE IRON WORKS, situated on the Mississippi, directly opposite the City of New Orleans, and within 300 feet of the River, with which it is connected by fine wharves and landings.

The buildings are of brick, with slated roofs, and were erected in 1848 at a very heavy expense; are of a most substantial and durable character and admirably fitted for a Foundry and Machine Shops, or almost any mechanical business. They now contain a new and powerful Engine and Boiler and sufficient machinery, say, planing machines—lathes—boring machines, blacksmith's tools, &c., &c., to employ 100 mechanics, and could be put in working order in a few days. The Buildings cover a lot 300 feet square and are amply large to receive the necessary machinery for the use of 800 to 1000 workmen.

The terminus and depot of the New Orleans, Opelousas and Great Western Railroad is situated about 300 yards from the above property, which could be availed of to great advantage for the manufacture of Locomotives and Railroad work, generally as well as Steam Engines, Sugar Mills, and other descriptions of Machinery.

There are no Shops in New Orleans for the manufacture of Railroad Machinery, and as the Railroad Companies now organized in that city contemplate the construction of over 1000 miles of road,—a large part of which is already under contract,—the property now offered for lease offers a most eligible opportunity for parties desiring to contract to furnish the Engines and Machinery,—for those roads. Responsible contractors with their works on the spot would have an advantage over Northern Workshops in contracting for the Work of the Railroads terminating in New Orleans.

The Establishment and prospect of remunerating work to be secured immediately are worthy the attention of manufacturers and Engineers generally.

Applications from responsible parties will be promptly attended to, and to satisfactory parties the proprietors of the Works can offer favorable terms and arrangements.

Letters may be addressed to

R. B. SUMNER,  
No. 61 Camp Street,  
New Orleans;

and further information may be had by applying to Messrs. BARSTOW & POPE, Pine Street, New York.

**Locomotive Engines.**

FOR SALE, two Locomotive Tank Engines, 4ft. 8½ in. gauge, made by one of the most celebrated and extensive builders in Massachusetts, and ready for immediate delivery. These engines are admirably adapted for fast travel with light passenger trains; weight, 13 tons, with 4 ft. drivers, with leading and trail wheels; cylinders 12½ in. by 20, with a separate cut-off valve. Can be examined at the works of the manufacturer. Apply to H. V. POOR, Editor Railroad Journal, 9 Spruce st., N. Y. 191r

**Boiler and Tank Rivets,  
Nuts and Washers;**

All Sizes of

**Bolts and Bolt Ends**

for Sale by

BRIDGES & BROTHER,  
64 Courtland st., N. Y.

**For Sale.**

BY the Baltimore and Ohio Railroad Company, 24 grate cars, adapted to Railroad purposes, which will be sold at a reasonable price. For further information, apply to

SAMNALL J. HAYES,  
M. of M., Baltimore and Ohio R. R. Co.,  
Or BRIDGES & BRO.,  
64 Courtland st., New York,

19 1r

**To Civil Engineers and Surveyors.**

TRANSITS, Level and Surveyors' Compasses Manufactured on the most improved principle and of the Best Quality by THOMAS HUNT, No. 53 Fulton Street, New York.

1910\*

**Notice To Contractors.**

OFFICE OF THE VICKSBURG, SHREVEPORT AND TEXAS RAIL ROAD COMPANY  
Monroe, La., March 8th, 1854.

SEALED PROPOSALS will be received at this Office until the 1st day of June next, at 2 o'clock p. m., for clearing and grading the section of road between the Mississippi river and Richmond, in the parish of Madison—a distance of about twenty miles; also, for clearing and grading the section between the city of Shreveport and the Texas State line, in the parish of Caddo—a distance of about twenty miles; and, also, for clearing and grading a section of twenty mile, beginning at the Ouachita river and running west, in the parish of Ouachita.

Bids may be made for the entire sections, or any portion thereof, not less than one mile, and those proposing to take stock of the Company in part payment, will be most favorably considered. The lines, plans, profiles and quantities of work, together with the specifications, are now ready for examination in the office of the Company. Payments in the proportion of four-fifths of the amounts due will be made at the end of each month or quarter, as may be agreed on, during the progress of the work.

The company reserves the right to accept such proposals as in their judgment will secure the prompt and faithful execution of the work according to contract; or to reject all if none are satisfactory.

Further information may be obtained from the undersigned.

N. D. COLEMAN,  
President.  
P. J. TOURNABRE,  
Chief Engineer.

7114

**Railroad Iron.**

5,000 TONS T RAILS, about one-half weighing 59 lbs. per yard and the remainder 56 lbs. per yard now in bond and for sale by

2d Feb'y.

JOHN H. HICKS,  
90 Beaver street.

**Railroad Iron.**

1250 Tons Erie Pattern Guest and Co's make, weighing 57½ lbs. per yard, to be shipped from Wales in July and August, for this port—for sale by

June 9, 1853.

BOORMAN, JOHNSTON & CO.,  
90 Broadway, New York.

**Brass Tubes for Locomotive and Marine Boilers.**

THE undersigned having been appointed Agent for the highest respectable manufacturers Messrs. Allen, Everitt & Son of Birmingham, is prepared to take orders, at fixed prices, for Brass Tubes of all diameters, for Engines.—For further particulars and inspection of patterns, please apply to

March 1854.

JOHN H. HICKS,  
90 Beaver str.

DIVIDEND NOTICE.—The SEMI-ANNUAL INTEREST falling due in this city on the first day of May next, on the following named securities, will be paid on and after that date at the office of the undersigned on presentation of the proper coupons, viz:

The Bonds of the City of Cleveland, (Ohio) issued to the Cleveland and Pittsburgh Railroad Company 7 per cents.

The Bonds of the City of Cleveland, (Ohio) issued to the Cleveland, Painesville and Ashtabula Railroad Company 7 per cents.

The Bonds of the City of Madison, (Indiana) 6 and 7 per cents.

The Bonds of the City of Pittsburg, (Penn.) issued to the Allegheny Valley Railroad Company (payable on the first Monday of May next,) 6 per cent.

The Madison and Indianapolis Railroad Company First Mortgage Bonds, 7 per cent.

The Sciota and Hocking Valley Railroad Company First Mortgage Bonds, 7 per cents.

The Indiana Central Railroad Company Mortgage Bonds, 7 per cents.

The Wilmington and Manchester Railroad Company Second Mortgage Bonds, seven per cents.  
New York, April 29, 1854.

WINSLOW, LANIER & Co., No. 52 Wall-st.